MEMORIALS OF THE ROYAL YACHT SQUADRON

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THE ROYAL YACHT SQUADRON

J. M. W. Turner, R.A. pinx.

The Royal Yacht Squadron Regatta

From the picture at South Kensington

Walker & Cockerell, ph. sc.

THE ROYAL YACHT SQUADRON

MEMORIALS OF ITS MEMBERS, WITH AN ENQUIRY INTO THE HISTORY OF YACHTING AND ITS DEVELOPMENT IN THE SOLENT; AND A COMPLETE LIST OF MEMBERS WITH THEIR YACHTS FROM THE FOUNDATION OF THE CLUB TO THE PRESENT TIME FROM THE OFFICIAL RECORDS

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AND

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DEDICATED, BY GRACIOUS PERMISSION, TO

HIS MAJESTY THE KING

ADMIRAL OF THE ROYAL YACHT SQUADRON

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MEMORIALS OF THE ROYAL YACHT SQUADRON

CHAPTER I

THE ORIGIN OF THE SPORT

IN examining the times and surroundings in which the great British sport of yachting took its origin, there is little difficulty in deciding that its history is separated by only a relatively short period from an obscurity which is shared by nearly all the other active occupations of the modern Englishman of means and leisure.

It is a fact sometimes forgotten that the great organisations of sport which occupy so large a space in the life of to-day are almost without exception of modern origin. You may take any of the outdoor diversions of present-day Englishmen, horse-racing perhaps excepted, trace its history backwards, and find that it occupied the attention of any considerable body of devotees only within a space barely beyond living memory. There would, indeed, be little risk of inaccuracy in naming the peace which followed Waterloo as the beginning of the epoch in which England first became a nation of sportsmen and athletes. Not, of course, that the sports and games which have since become national did not exist among Englishmen in earlier times, but mainly then, as we believe, in circumstances which were more or less local, and in forms which were generally primitive and without organisation.

The proposition may seem strange to modern ears, but there is little doubt of its truth. Read any of the memoirs which deal with the lighter records of English life since the days of Queen Anne, and mark how seldom sport is mentioned in their pages. What do Hervey, Horace Walpole, or the correspondents of George Selwyn tell us of field sports among the leisured gentlemen of their day? Young men of condition, from the days of the Revolution to those of King George the Third at least, spent their leisure in cards and hazard rooms, hated the country as a place of banishment, and looked upon moors and mountains as outrageous wildernesses which separated cities like Paris and Milan, where alone rational enjoyment was to be found.

Only a bare half-dozen of the many existing packs of foxhounds can boast of a history of more than a hundred years, and the name of foxhunter was itself a term of derision among gentlemen almost until the nineteenth century opened. Fishing during the same period was practised mainly as a placid way of spending a summer afternoon, when there was nothing better to do, by pulling perch out of a pond in the company of ladies. You may search the annals of a century of social life in vain for the record of an organised shooting-party, or the general practice of the sport among men of means and leisure. Such sports as those classes affected were those which combined a minimum of exertion with a maximum of safety to the skin, like the diversion of watching a main of cocks at Westminster, or the performance of that army of much-enduring gladiators who provided amusement and opportunities of gambling for their betters by the practice of the strange industry of punching each others' heads. One even doubts of the love of the schoolboy of those days for active exertion, if he may judge by the quantity of indifferent verse left behind by notable Eton boys, which was presumably the product of their leisure. It is certain in any case that organised rowing, athletics, and cricket are institutions as it were of yesterday, and that the football of the eighteenth century was a game of the suburbs and pro-

vincial towns, in which the goals and boundaries were the windows of the inhabitants and the faces of the passers-by.

Yachting therefore presents no singularity among modern sports in its lack of a venerable history. Its popularity as a diversion of Englishmen grew from quite modest beginnings in the second half of the eighteenth century, and among men of moderate means who, in their day, in no way represented the wealthy classes who are its chief supporters in our own. As we shall see, its first practice in England, at least, was confined to fresh water, or at most to the estuary of the Thames. Salt-water sailing was a development of the sport which waited for its vogue until the beginning of the period which we have named as that of sporting England. Its growth to its present position in the sporting life of the country is very closely identified with the history of the Royal Yacht Squadron, a history which we propose to make a prominent part of our undertaking.

Although the attractions of aquatic excursions must have been fairly obvious ever since navigation had been discovered, and were certainly no new thing in the eighteenth century, there seems to be little doubt that the advantages of a small sailing vessel devoted to the purposes of pleasure were not recognised until the reign of King Charles the Second. That monarch, indeed, has every claim to be considered the father of English yachting. We learn from Mr. Osmund Airy, his latest biographer, that, during his sojourn in the Channel Islands in 1646, he was accustomed to amuse himself by sailing a small boat about the coasts of those islands. When he came to his own again, in 1660, it occurred to the management of the Dutch East India Company to present His Majesty with a small sailing vessel, the rig of which we can only guess at, but which was certainly decked, and of about twenty tons burthen. The gift was much appreciated by the King, as is plain from the interest he took in her performance, and her appellation of "yacht," which was on everyone's lips in 1661, first came into general use in England in that year.

The word, we are told, is derived from the Dutch *yaghten*, to hunt, and was first used as an adjective in Holland in the sense of swift, or fast; *yacht schip* was a swift vessel, like "fly boat," a term much used in this country until quite modern times. The Earl of Wilton, in his *Sports and Pursuits of the English*, dates the first appearance of the word "yacht" in English from 1642, when was published a *Collection of Voyages and Travels*, where it is recorded that in 1598 "the Holland East India Company set out with six great shipps and two yachts for India under the command of Cornelius Hemskirk which sailed out of the Texel on the first of May." But, as we say, it was the King's fondness for his new boat which, after 1660, first brought the word into common use.

The Dutch East India Company perhaps paid the compliment to King Charles to commemorate the happy restoration of His Majesty, for it was less than three months after that event that the first notice of the vessel occurs in that invaluable diary of Mr. Samuel Pepys, under date of 15th August, 1660.

"Found the King gone this morning by five of the clock to see a Dutch pleasure boat below bridge."

The arrival of the vessel on the Thames created great interest, and Mr. Pepys has frequent mention of the stir which it produced in Court and naval circles. The sailing qualities of the new boat were evidently a revelation to the nautical bigwigs of that day, and the King's personal interest in its performance inspired them to attempt the production of a native-built boat which should meet the Dutchman on even terms. The two Petts —Phineas, the Commissioner, and his brother Christopher, the representatives of a family which had been famous as shipbuilders since the days of Elizabeth—felt their professional consciences touched in the matter, and the arrival of the Dutch boat led to a competition of builders in those early days which was quite prophetic of others nearer our own.

It was in November of the same year, 1660, that Mr. Pepys, in the company of Commissioner Pett, first got sight of the vessel, and his impressions of a yacht, as conveyed in his own

naïve language, are not without interest. The Commissioner, as we learn, was already thinking about a boat of his own to beat her.

"In the afternoon Commissioner Pett and I went on board the yacht, which indeed is one of the finest things that ever I saw for neatness and room in so small a vessel. Mr. Pett is to make one to outdo this for the honour of the country, which, I fear, he will scarce better."

Mr. Pepys' powers of observation were surely not at fault when he recognised "neatness and room" as salient features of a yacht of those days.

Commissioner Pett's deliberations were not unduly prolonged apparently, for his new boat was afloat by the following spring. Mr. Pepys was on one of those professional journeys of his down the river in which he managed so often to combine business and pleasure, when between Woolwich and Deptford he was

"overtaken by the King in his barge, he having been down the river with his yacht this day for pleasure to try it, and as I hear Commissioner Pett's do prove better than the Dutch one and than that which his brother built."

We have here mention of a third vessel, which had been launched for the Duke of York. The Duke, as head of the Navy, was naturally as much interested in the matter as the King, and as soon as Commissioner Phineas Pett began his labours for His Majesty the Duke engaged Christopher Pett upon a similar vessel for himself. Mr. Wheatley, in a note to his admirable edition of Pepys, tells us that Phineas built a boat called the *Jenny* for the King, and that Christopher responded with another called the *Anne* for the Duke. The Dutch boat, we are told by the *Encyclopædia Britannica*, was called the *Mary*, and there is further mention in a later entry of Pepys and elsewhere of another Dutch boat called the *Bezan*.

There were thus four yachts afloat on the Thames in 1661, a little fleet which was the object of much curiosity on the part of Pepys and his friends, and no doubt of many others besides. He was down the river with Captain Ferrers in June of that year with the idea of boarding the King's yacht, "but the King

was in her," he records, "and so we passed by." He had better luck in September, when he made a party with Mrs. Pepys and Sir R. Slingsby and inspected the whole squadron,

"and showed them the King's and Duke's yachts, and we had great pleasure in seeing all four yachts, viz. these two and two Dutch ones."

The records of the first yachts and yachtsmen in this country are thus fairly clear up to the autumn of 1661, and it is only in the following year that some elements of confusion are introduced. That year, 1662, is memorable in the annals of yachting as that of the first recorded race for a stake between sailing boats owned by no less distinguished yachtsmen than King Charles and his brother, the Duke of York. It is difficult, however, to identify the particular vessels which represented each of the royal sportsmen. The *Encyclopædia Britannica* records that the "King raced the Duke in a small Dutch boat from Greenwich to Gravesend and back for £100, and beat her." On the 6th September Pepys records that on his way to Woolwich he

"saw the yacht lately built by our virtuosoes, my Lord Bruncker and others, with the help of Commissioner Pett, set out from Greenwich with the little Dutch *Bezan* to try for mastery, and before they got to Woolwich the Dutch beat them half a mile, and I hear this afternoon that in coming home it got above three miles, which all our people are glad of."

We know, from Pepys' previous remark in May of 1661, that the King's boat, the *Jenny*, built by Phineas Pett, the Commissioner, outsailed both the original Dutch boat, the *Mary*, and also the *Anne*, built for the Duke of York by Christopher Pett. In this later account of Pepys we see the Dutch *Bezan*, owned by the King, beating the Duke of York in the boat built by Commissioner Pett, that is the *Jenny*. It would seem, therefore, unless we are confusing two matches, that the second Dutch boat, the *Bezan*, convinced the King of her superiority to all others afloat at the time, and that he proved the truth of his judgment by beating the Duke of York in the best existing English boat, the *Jenny*, a vessel which had previously beaten

the Duke's own boat, the *Anne*. The matter is not of vast importance, it is true, but the circumstances seem to point to much friendly rivalry both of owners, designers, and builders, which we may therefore recognise as distinguishing features of yachting and yachtsmen from the very first.

There is reason to believe that the vogue of the new sport in England was not of very long duration. There were many influences at work, political and other, in the troubled years which followed, which were likely to militate against the development of so placid a sport as yachting. Yachting in the Thames could have been no very attractive diversion with a Dutch admiral burning His Majesty's ships in the Medway, just round the corner, as it were. We believe that the interest in yachts and yachting died out as suddenly as it had arisen, and that the King's yachts were handed over to the Admiralty and used as official despatch boats, or as a ready and speedy means for the conveyance of the easy-going officials of those days. At any rate, the *Bezan* yacht was much affected by Pepys and his set in their journey up and down the river when they were communicating with the fleet from London or Deptford. They were apt to disport themselves with great ease in that vessel, and Mr. Pepys has more than one record of his experience aboard, as, for instance, in 1664:—

"Having very good lodgings upon cushions in the cabbin, but Lord! the mirth that it caused me to be waked in the night by their snoaring about me, I did laugh till I was ready to burst."

We are confirmed in our opinion by the use one finds made of the word "yacht" in later years. This was almost invariably in the sense of an official vessel, used for purposes of state or administration, and seldom in that of a mere pleasure-boat. "A yacht," says Ree's *Encyclopædia*, published so late as the beginning of the nineteenth century, "is usually employed to convey princes, ambassadors, and other great personages, from one kingdom to another." The word was used in much the same sense when Captain Cook, in 1768, records that after

dining with Commissioner Proby "he very obligingly ordered his yacht to carry us to Sheerness"; and later still the navigator met Lord Sandwich, then at the head of the Admiralty, "off the Sound in the *Augusta* yacht." It seems clear that the word did not at this time bear the meaning which it now generally conveys, and that there was no general taste for the pleasure yacht as yet. When Mr. Henry Fielding went down the Thames on that last sad voyage to Lisbon, he recorded some reflections which have an interesting bearing on the point. He was struck by the fine situations for private houses which he noticed on both banks of the river below Greenwich.

"And here I cannot pass by another observation on the deplorable want of taste in our enjoyments which we show by almost totally neglecting the pursuit of what seems to me the highest degree of amusement. This is the sailing ourselves in little vessels of our own, contrived only for our ease and accommodation to which situations our villas, as I have recommended, would be convenient and even necessary. This amusement, I confess, if enjoyed in any perfection, would be of the expensive kind; but such expense would not exceed the reach of a moderate fortune, and would fall very short of the prices which are daily paid for pleasures of a far inferior rate. The truth, I believe, is that sailing in the manner I have mentioned is a pleasure rather unknown or unthought of than rejected by those who have experienced it."

This testimony of a man of Fielding's observation to the absence of any organised yachting on the Thames in 1758 seems fairly conclusive on the point.

And yet there are a few stray allusions scattered about the social records of that century which go to prove that the private pleasure vessel was not entirely unknown to individuals. Among the pioneers of salt-water yachting must certainly be reckoned the third Duke of Richmond, for we read in a newspaper of July 5th, 1783:—

"Yesterday sennight the Duke of Richmond set sail in his new yacht for France. He is accompanied by his brother, Lord George Lennox, Lady Louisa Lennox, the Misses Lennoxes, and Captain Berkeley."

It is recorded also of the Duke that during the American War he sailed his yacht flying the insurgent colours through the English fleet at Spithead, in order to show his sympathy with the colonists and his opposition to the policy of King George the Third, who was present.

Another owner of a private yacht was that astonishing lady who began her career as Miss Elizabeth Chudleigh in Devonshire, and who masqueraded as a maid of honour at the Court of the Princess of Wales, while she was really the wife of Mr. Augustus Harvey and the mother of a son ; for when later, when she was really Countess of Bristol, and she was again masquerading as the Duchess of Kingston, and old Tyger Thurlow ordered her to be burnt on the hand as a bigamist and an impostor, she left these shores in a private yacht of her own. There was some vogue of the private sailing vessel too, we may assume, when, in 1787, a well-known copy of verses by Richard Tickell was addressed, "From the Hon. Charles Fox to the Hon. George Townshend, cruising."

Besides these stray references to the pleasure vessel there is a very interesting page in the *Gentleman's Magazine* for 1773 which points to the fact that their use and development was not altogether forgotten. It relates to the performance of a yacht belonging to Lord Ferrers, the fifth Earl. The Earl was a seaman by profession and Admiral of the Blue, and, as we should judge, an enthusiast in all matters relating to sailing. There is so much of interest in Sylvanus Urban's account of the performance of his vessel that it seems worth quoting in full :—

"Septr. 26th, 1773. Earl Ferrers arrived at Deptford in his yacht from a cruise of about three weeks, which he took in order to make a trial of his new method of constructing ships ; and we are informed by a person who has conversed with one of the officers belonging to her that nothing that ever was built answered all purposes so well, as they say she is not only a surprising fast sailer, but also carries her sail remarkably well and has every good quality that a vessel can possibly have in the utmost perfection, and more particularly in a large head sea. What, says our correspondent, is very extraordinary in

this vessel is that in turning up to windward from the Downs to Blackwall, where she arrived on Sunday evening, she beat every vessel between three and four miles an hour, right in the wind's eye, though there were at least an hundred sail of vessels of different sorts coming up the river at the same time, and what is still more extraordinary, though the wind all the time blew very fresh and right down the river, yet on Saturday evening she turned up from about two miles to the westward of the Isle of Sheppey to the mouth of the River Thames within four hours against the ebb tide, though at the height of the springs, which it is imagined was never done before, nor can be done by any other vessel."

It would appear, however, that this wonderful vessel was not long in meeting her match, for the same journal contains an account of her defeat within three months.

"Decr. 31st, 1773. In a letter from Dover mention is made of a late trial between the celebrated vessel constructed by Lord Ferrers and two small shallops belonging to Lieutenants Friend and Columbine, when on a stretch from that port to the opposite coast and back again, his Lordship's vessel was weathered full two leagues in coming in with Dover Cliffs. A vessel launched lately for the Captain of the *Speedwell* has since beat the shallops, and is thought to be the fastest sailing vessel on the coasts of this kingdom."

Meanwhile there is most interesting evidence that the taste among men of leisure for the pleasures of the small sailing vessel had established itself and developed upon quite independent lines in Ireland. There is at this moment in the possession of the Royal Cork Yacht Club a collection of curious records, including a set of very interesting oil paintings, which point conclusively to the existence at a very early date of an organised association of yachtsmen with its headquarters in that city. It is clear from these records that as early as the year 1720 there were enough owners of private sailing vessels residing in or near Cork to form a club of yachtsmen with the fine harbour as their manœuvring ground and rendezvous, a club which may be regarded with the greatest confidence as the first of such institutions in these islands or elsewhere. These gentlemen called themselves the Water Club

of the Harbour of Cork, and the quaint regulations which they drew up in 1720 to govern the fortnightly meetings which they proposed for themselves prove very clearly that even in 1720 yachting at Cork was no new thing. "Resolved that no admiral do bring more than two dozen of wine to his treat," says the third of their quaint enactments bearing that date, "*for it has always been deemed a breach of the ancient rules and constitution of the club*, except when my lords the judges are invited."

One guesses in vain at the origin of an institution at Cork which had "ancient rules and constitution" in 1720. Such speculations seem empty and unprofitable, and yet we wonder whether another recorded remark of the invaluable Mr. Pepys may be regarded as forming a possible link between the royal yachting on the Thames in 1660 and the birth of an interest in the same sport in Ireland at a subsequent date. There is among the Sloane MSS. at the British Museum a record by Mr. Pepys of the performance of a remarkable vessel built from the designs of the famous philosopher and political economist, Sir William Petty, a performance in which she beat "the Paquet boat" between Dublin and Holyhead in 1663 for a wager of £50. The King's interest in the sailing of the new small boats on the Thames and the efforts of the brothers Pett may have induced Sir William, who was bred a sailor, to try his hand. Anyway, he showed Mr. Pepys a model of "the vessel he hath built on two keeles which hath this month won a wager of £50 in sailing between Dublin and Holyhead with the Paquet boat, the best ship or vessel the King hath here, and he offers to lay with any vessel in the world." She was of thirty tons burthen, it seems, had a crew of thirty men, and carried ten guns. "In coming back to Holyhead they started together, and this vessel came to Dublin by five at night, and the Paquet boat not before 8 the next morning."

This first mention of a small private vessel in connection with an Irish port seems worth recording in an inquiry as to the origin of the sport of yachting; whether it may have led to an

interest in the small sailing vessel which not long afterwards bore fruit at Cork is another matter, and it is safer to return to the certainties of the old records of the Water Club in 1720. From those records it would seem that the Water Club was an institution which made a successful effort to combine the pleasures of seamanship and conviviality. Its rules provided its members with abundant opportunities for the exercise of both those qualities by establishing meetings for sailing and dining once a fortnight during a season which lasted from the 1st of April to the last of September. The club limited its numbers to twenty-five, elected its admiral annually, had an official steward or secretary styled the Knight of the Island—that is of Haulbowline, where its headquarters were fixed—and a chaplain, who is rather slightingly classed with "any other inferior officer." The Knight of the Island, we imagine, was a paid official, as he ran the risk "of being cashiered" if he allowed strangers in the club-room, except in circumstances provided for by the rules. The club also took the dress of members into its consideration by ordering that "no long-tailed wigs, large sleeves, or ruffles" be worn by any member, and these gentlemen closed each of their fortnightly reviews in or just outside the Cove with a convivial meeting in the club-room in a house which was possibly situate on Haulbowline, but of which there is no record.*

The existing rules of the Water Club are not without illuminative hints as to the proceedings of those convivial meetings. Each captain or owner of a vessel entertained his clubmates in

* The following reference to the Water Club occurs in *A Tour through Ireland* (London, printed for J. Roberts in Warwick Lane, 1748): "I shall now acquaint your lordships with a ceremony they have at Cork. It is somewhat like that of the Doge of Venice wedding the sea. A set of worthy gentlemen, who have formed themselves into a body which they call the 'Water Club,' proceed a few leagues out to sea once a year in a number of small vessels, which for painting and gilding exceed the King's yacht at Greenwich and Deptford. Their admiral, who is elected annually, and hoists his flag on board his little vessel, leads the van and receives the honours of the flag. The rest of the fleet fall in their proper stations and keep their line in the same manner as the King's ships. This fleet is attended with a prodigious number of boats with their colours flying, drums beating, and trumpets sounding forms one of the most agreeable and splendid sights your lordship can conceive."

succession, and as we have seen that the club was limited to twenty-five and the wine to two dozen, we may take it that the members at the very worst had a bottle of wine apiece, which, considering the time and the place of the meetings, we hold to be a moderate allowance. We may assume, however, from the enactment which provided for the visit of His Majesty's judges, that there were occasions when the club's hospitality was allowed to expand. There is another enactment which points in the same direction. "Resolved," says Rule XIV., "that such members of the club as talk of sailing after dinner be fined a bumper." It seems unlikely that a club of gentlemen who had spent the day, each shut up in his little vessel in the manœuvres in the bay, would talk of anything else when they met together in the evening, and we may, perhaps, regard this rule as a natural and Hibernian method of stretching the artificial regulation which limited the wine to a poor two dozen. A rule of a later day is less easy of interpretation. In 1737 it was ordered, "That for the future, unless the company exceed the number of fifteen, no man be allowed more than one bottle to his share and a peremptory." No one seems to know the meaning of the "peremptory," unless, indeed, it was the bumper, which was the penalty for talking of sailing after dinner, of which we have spoken. The increase of the allowance of wine per head, with the increase of the number of members present, points perhaps to the custom of individuals "taking wine" with each other, which was prevalent in those days and later; the more men a man knew in the room the more wine he would require in which to pledge them.

The Jerseyman, Peter Monamy, an artist who had a considerable success as a painter of landscape and marine subjects during the first half of the eighteenth century, has left a series of paintings painted for the Water Club, which give a tolerably clear idea of the vessels with which these early yachtsmen amused themselves. They were all cutters of a solid and bluff aspect of the type then in use by pilots and revenue officers. Monamy shows us a fleet of these boats sailing out of the harbour and manœuvring according to the quaint rules of the

club, each decorated with enormous ensigns at bowsprit, mainmast, and stern, the club union jack, charged with a gold harp and crown on a green field, in the centre, the largest of which would in area furnish out a topsail. There seems to have been no racing among these primitive yachtsmen, whose meetings were devoted to the solemn manœuvrings which are admirably indicated in the sailing directions of the club.

A meeting of the club would begin with the boats at Spithead at a quarter ebb, when the vessels all came to an anchor off the Castle on Spike Island. Any boat not in sight when the admiral was abreast of that point was fined "a British half-crown for gunpowder for the fleet"—gunpowder, as we shall see, being a commodity required on a generous scale by the regulations. The admiral then half hoisted his foresail, which was signal for the fleet "to have a peak upon their anchor." When the admiral's foresail was fully hoisted and he had fired a gun, the whole squadron got under way. There follow elaborate particulars as to signalling for the manœuvres which then took place, all involving much expenditure of gunpowder. If the admiral wished to speak with a particular captain, he hoisted a pendant to his "derrick" and fired as many guns as there were vessels between him and the "private" captain with whom he was communicating, and from the side of the ship upon which that captain lay. The manœuvres would often be varied with a signal to chase an imaginary foe. "When the Admiral will have the whole fleet to chase he will hoist Dutch colours under his flag and fire a gun from each quarter. If a single boat, he will hoist a pendant and fire as many guns from the side a boat is distanced from him. When he would have the chace given over he will haul in his flag and fire a gun." This "chace" of an imaginary enemy was a manœuvre which may be supposed to have provided opportunity for a primitive racing among the boats of the club, suggested, no doubt, by the purposes to which such boats were put in those days of smugglers and privateers. But we think chiefly of the frequent meetings of the Water Club of the Harbour of Cork as a fleet of a score of heavy

THE WATER CLUB AT CORK

FROM THE PAINTING BY PETER MONAMY IN THE POSSESSION OF THE ROYAL CORK YACHT CLUB

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cutters manœuvring about an admiral's boat which was enveloped for the most part in a cloud of the smoke of gunpowder.

Mr. Pritchett, in the Badminton volume, tells us that the club had a continuous history until 1765, during which period of about half a century many typical Irish names appear in its list—Inchiquins, O'Briens, O'Neals, Mitchells, and the rest. There followed a silence of forty years, but in 1806 the Marquess of Thomond, Lord Kingsale, and others, who claimed to represent the old club, met and agreed to revive its pleasant customs; but Mr. Pritchett seems to think that their efforts were confined to the worthy object of encouraging the boatmen and fishermen of the harbour by offers of prizes for rowing and sailing. The resuscitated club struggled feebly on until 1821, when again all records of its meeting ceased. The following year, however, the tradition of yachting at Cork was carried on by a modest club for small craft, which formed itself out of a picnic society, and had a rendezvous at Monkstown for its little fleet. In 1822 this association, the Little Monkstown Club, was joined by the surviving members of the old Water Club in order to form the Cork Yacht Club, and through that event the club which we know so well as the Royal Cork Yacht Club claims descent from the venerable institution whose early history we have examined.

The annals of the old Water Club at Cork are interesting in themselves, but we do not think that that quaint society exercised much influence which may be traced in the subsequent history of yachting. It is to the Thames that we must turn again to discover the origin of the modern sport as we know it. About the middle of the eighteenth century a race for a presentation cup disclosed the fact that there were on the river at the time a considerable number of small private sailing vessels, and it was the owners of such vessels who later established the first organisation of the sport of sailing between pleasure vessels, and so founded the tradition of yachting in England, a tradition which has since remained unbroken.

It is not uninteresting to note that yachting in this country, which owed its origin to royal patronage, was revived under the same influence. We saw how King Charles presided at its birth with the Thames as the cradle of its infancy. It was upon the same river that the young Prince George, who in due time became the third King of that name, gave his august patronage to a meeting which may certainly claim to be the first recorded cup race in British waters, when, in 1749, twelve sailing vessels started from Greenwich to sail to the Nore and back for a silver cup presented by His Royal Highness. The idea of the race seems to have originated in a festivity which had already taken place on the river to celebrate Prince George's twelfth birthday in the previous June, when he had given a cup valued at twenty-five guineas to be rowed for over a course from Whitehall to Putney. The race was duly rowed, and it was announced at the same time that the Prince would give a plate "to be sailed for by six or seven yachts or pleasure boats to the Nore and back again."

The *Gentleman's Magazine* for August of 1749 gives interesting particulars of this early regatta, which lasted over twenty-four hours. The cup was won, as we learn,

"by a boat built on purpose, called the *Princess Augusta*, belonging to George Bellas, Esqr., a Register in Doctors Commons, who on receiving the prize generously gave the value of it among the men that work'd the boat. In the going down to Woolwich she was a mile before the rest, and at the Hope three miles, but in coming up by the shifting of the winds and the situation they were all in, two shot by her at Gravesend; notwithstanding which she came in first by ten minutes, which was the next day at forty minutes past two in the afternoon. The Prince of Wales with five or six attendants in his Chinese Barge and the rowers in Chinese habits drove gently before for some time and a crowd of boats about him, the people frequently huzzaing, at which he pulled off his hat. It was almost a perfect calm and not the least damage happened, though the river seemed overspread with sailing yachts, galleys, and small boats."

This sailing match down the estuary of the Thames in 1749 seems full of significance for those interested in the origin of

yachting. Its modest record in the *Gentleman's Magazine* breaks a long silence which stretches from the days when Mr. Pepys was mildly garrulous about the aquatic tastes of King Charles and his brother and the professional zeal of Commissioner Pett and the "virtuosoes" to gratify them, until a later day, still distant by a quarter of a century, when the interest in the sailing of small boats among the solid citizens of London had placed a whole fleet of them on the Thames, and had founded the tradition of English yachting. We take "George Bellas, Esqr., Register in Doctors Commons" to be very typical of the class of men with whom that tradition originated. The primitive yachting of the Thames was no sport of millionaires, like that of Cowes to-day, but the relaxation of the professional man who, when his day's work was done, stepped into his little cutter at the Temple Stairs, or of the retired City merchant with his country house at Chelsea or Marylebone and his boat on the river as the chief solace of his leisure. Thus the great English pastime of yachting had its modest origin above bridge, and as it were in the heart of the town, and while the fine estuary of the river was still empty save on occasion of the fleets of pleasure vessels whose presence Mr. Fielding thought so desirable in 1758, the Mr. Bellases, of London and Westminster, year by year added vessels to the little squadron of sailing boats, which continued to enliven the Thames between Blackfriars and Putney in constantly increasing numbers.

Such is our conjecture, because when, in 1775, another royal personage, King George's brother, the Duke of Cumberland, came forward to encourage the sport of racing in small boats on the Thames, there was a whole fleet of such vessels sailed by such owners ready to receive his patronage. The owners of private sailing boats on the Thames had by that year become numerous enough to feel the advantages of co-operation and concerted action. There are all the elements of a yachting club suggested by a paragraph in the *Public Advertiser* of June the 1st, which tells us that "several very respectable gentlemen,

proprietors of sailing vessels and pleasure boats on the river," held their annual meeting at Battersea and resolved that on the day of the regatta they would draw their boats up in a line opposite Ranelagh Gardens, so as not to be in the way of the competing boats.

The "regatta" here incidentally mentioned was an imposing function, which took place upon the river on the 23rd of the same month. This entertainment, described by the *Gentleman's Magazine* as "a Regatta, a novel entertainment in imitation of some of those splendid shows exhibited in Venice on their grand festivals," had no real affinity with yachting, or with the aquatic meetings which we associate with the name to-day. The details of an entertainment which was the occasion of the introduction of the word into our language, however, are not uninteresting.

All London congregated at Westminster on the 23rd of June, and as much of it as was able got afloat in some sort of vessel or another. The only feature of the show which has any resemblance to the proceedings of a modern regatta was a race of watermen in skiffs, from Westminster to London Bridge and back. The Lord Mayor was there in state in his gilded barge, and at 7.30 in the evening his lordship, amidst the firing of a salute of twenty-one guns, "falling down the stream, made a circle towards the bridge," which was a signal for the watermen to start. The river and the river-banks were alive with crowds of Londoners. The great riverside houses—the Duke of Richmond's, the Duke of Montague's, and Lord Pembroke's—were crowded with guests of the quality, and a whole fleet of private boats were moored under the shoreward arches of Westminster Bridge and grouped in separate squadrons, each with its crews and passengers arrayed in one or other of the three nautical colours—red, white, and blue. The centre arches were left for the return of the contending watermen, and upon their arrival the whole procession moved up to the stairs of Ranelagh Gardens at Chelsea, where a very bad supper had been provided at a very high price by the "Circe of Soho Square," the energetic Teresa

Cornely's, whose masquerades were then in great fashion. The whole function was accepted as an agreeable novelty and as a welcome break to the monotony of London entertainments, and the long list of royalties, foreign ambassadors, and social notabilities of the day who foregathered at Ranelagh is an index, we may suppose, of its success.

It is very possible that the regatta of 1775, with its prize for watermen, suggested the fitness of a contest between the many sailing boats then on the Thames to the Duke of Cumberland, who had been trained as a sailor. In any case, it was only a fortnight later that the *Public Advertiser* contained the following announcement :—

"A silver cup, the gift of His Royal Highness the Duke of Cumberland, is to be sailed for on Tuesday, the 11th inst., from Westminster Bridge to Putney Bridge and back by pleasure sailing boats from two to five tons burthen, and constantly lying above London Bridge. Any gentleman inclined to enter his boat may be informed of particulars by applying to Mr. Roberts, boatbuilder, Lambeth, any time before Saturday noon next."

We learn from other particulars in the *Morning Post* of July 10th that only boats "which were never let out to hire" were allowed to enter, and that the entries amounted to nearly a score. There is a distinctly prophetic suggestion of the club which was to grow out of this first meeting in the remark that "gentlemen about eighteen to twenty in number who sail for the prize have come to a resolution to be dressed in aquatic uniforms." We regret the absence of more details of the race, which took place on the 13th of July, 1775, and is so interesting as the first of a continuous series of Thames matches. We have only the laconic information that the cup was won by the *Aurora*, belonging to "Mr. Parks, late of Ludgate Hill," and that the runner-up was the *Fly*, owner unknown.

It was from this first meeting for the Cumberland Cup that the first of the English yachting clubs may be said to have sprung. The men who had sailed their boats for the Duke's cup met and formed themselves into a club which bore his name, and the Cumberland Society from that day became

a notable institution of the town, whose contests between Blackfriars and Putney were much appreciated as popular spectacles, a society most interesting to us as the parent of the famous Royal Thames Yacht Club of our own day.

The history of that club, which includes that of the Cumberland Society, has been admirably recorded in a chapter of the two volumes on *Yachting* in the Badminton Library, and its details do not concern us here. We must, however, take note of the particulars of some of the meetings which took place under its auspices, because they represent almost alone the English yachting of those days. The Duke was very constant in his patronage of the Society in its early years, and was accustomed to preside at one, at least, of the annual meetings and present his cup to the winner. There was then a function of some solemnity. The boats of the Society were all anchored in line flying the white flag with the St. George's cross. The captains waited in skiffs, and only boarded their boats when the Duke appeared in his gilded barge and proceeded to the boat of the commodore of the fleet. The victorious captain was then summoned to that vessel and introduced to the Duke, who filled the cup with claret and drank the health of the winner, to whom he thereupon presented the cup. The winner then pledged the health of His Royal Highness and his Duchess, and the whole squadron sailed to Mr. Smith's tea-gardens, at the Surrey end of Vauxhall Bridge, then a pleasant spot, the groves and arbours of which are to-day supplanted by an ugly set of gasworks.

There seems a suggestion of anti-climax in this visit to the tea-gardens after all the glory of a royal function, but, as a hard matter of fact, the Cumberland Society and most of the tea-gardens up the river were on very intimate terms. Mr. Smith is believed to have held the post of commodore in the Society during the first five years of its incorporation, and a year or two later his establishment took the name of the Society's patron, and was thenceforward known as Cumberland Gardens. The Society always dined after the annual function at the same place and finished the evening at Vauxhall, hard by.

We may suppose that these public pleasure-grounds found the company which was attracted by the sailing matches of the Society a useful addition to their custom. Most of the alfresco entertainments of the town had left their great period behind them by 1775; they were beginning to dilute the old placid joys of good music and the promenade with variety shows like those of a modern music-hall, tightrope dances, and fireworks, a change which was invariably prophetic of the end. Some of them repaid the advantages which they found in the patronage of the Society by presenting silver cups for annual competition. Vauxhall Gardens, for example, under the Tyers management became the chief patrons of the Cumberland Society, when, in 1786, the Duke of Cumberland presented his last cup. Much later, too, a more humble establishment, the Minor Vauxhall Gardens, or the New Ranelagh, provided a cup when the others failed until 1812, when the club began to provide its own cups by subscription among its members.

It was under such auspices, then, that the first organised yachting took place in England, its meetings consisting of races between small cutters from Blackfriars to Putney and back to Vauxhall, sometimes varied, as we shall see, by a race below bridge between Greenwich and the Nore. There was an occasional procession, too, as when, in 1776, the Cumberland fleet manœuvred in honour of the King's birthday. The owners were allowed extra hands for the working of the boat, but must steer without help themselves. Some of them took sea trips on occasion, as it would seem, for Commodore Taylor's boat went ashore off Margate in 1774, and a few years earlier the *Hawke*, another of the Cumberland fleet, was chased into Calais by an American privateer.

These pioneers had their crack boats, their views on design, their dominant personalities, their squabbles and misunderstandings, like the generations of yachtsmen who have followed them. Commodore Thomas Taylor, who presided over the destinies of the Society from 1780 until 1816 and won the cup in 1776, 1780, and 1782, was a great light among those early

yachtsmen. He built one of the first centre-board boats, a model of his bluff little cutter is still in existence, and he was generally the good genius of the Society for more than a generation. Besides the commodore, Captain Coffin, in the *Caroline*, Captain Grubb, in the *Eagle*, and Captain James Gunston, in the *St. George*, were all notable figures of the early period. In 1781 the Society felt so sure of its position among yachtsmen that its members threw open the contest for the Duke's cup, increased in that year from twenty to fifty guineas, to the whole British Empire. "The members of the Society do hereby challenge and invite all gentleman proprietors of pleasure sailing boats within the British dominions to join with them in the contention" was the announcement of the first open race, won, by the way, by Commodore Taylor, in the *Cumberland*. The particulars of those early races are unfortunately rather scanty, but we get interesting glimpses of some of their amenities. "There was an attempt of foul play against the *Prince of Wales*" (the winning vessel of 1786), says the *Morning Chronicle* for July 19th of that year, "by other boats getting in her way, but she got clear by a liberal use of handspike." In 1795, as we learn from the *Times* of July 23rd, "the *Mercury* leading got foul of the *Vixen*. The captain of the *Vixen* cut away the rigging of the *Mercury* and fairly dismantled her, the *Mermaid* winning the cup." In 1797 the *Blue Dragon* was disqualified for booming out her jib.

Such were some of the noticeable points to be gleaned from the scanty records of the earlier years of the Thames yachting. In the last ten years of the century we are favoured with fuller particulars. The Press began to take more trouble over the reports, the first of the sporting periodicals had arisen in the old *Sporting Magazine*, and their descriptions of the yachting introduce us to new names both of men and boats.

In 1795, for example, the *Busy*, of Captain L. Pickering; the *Mermaid*, Captain T. Edgebey; the *Kitty*, Captain W. Richards; the *St. George*, Captain J. Gunston; the *Vixen*, Captain J. Fairbrother; and the *Mercury*, Captain J. Astley, were notable boats

and owners. In that year we read of a race started at six in the evening, when the *Mercury*, the winning boat,

"lay so close to the wind, which was from the westward, as to make one stretch from Blackfriars Bridge to Lambeth."

It would be interesting to know from which station the *Mercury* started on this occasion; but it seems a clever bit of sailing when one remembers the curve in the course between those two points, though the river was wider then at high tide than in these days of embankments.

There is an account of a below-bridge race in the *Sporting Magazine* for July of the following year, which goes to prove that sailing on the Thames had begun to engage the attention of earnest and scientific amateurs. There is quite a modern ring about the particulars of the two boats which sailed a match on the 23rd July, of the pains that were taken in their design and construction, and the qualities which were aimed at by the designers of each boat. There was

"the *Atalanta*, belonging to a gentleman at Vauxhall, and built by Hodges upon a plan intended to unite the qualities of a long vessel as well as a wide one, which is in this miniature of a cutter most successfully accomplished, her bottom being so formed that in light air she is a mere slip, and when it blows hard she seems to possess uncommon power to carry sail."

"The other boat," as we learn, "was built at Rotherhithe, named the *Ann Sarah*, rather the larger of the two. This vessel was formed pretty much after the old school, and is certainly a very clever thing. All floor from end to end, shallow body, deep keel, very full bow, straight sheer, a pretty airy stern. Her extreme breadth is before the mast, but being blacklead did not appear to so much advantage as the *Atalanta*, whose bottom was a bright rosin and tallow."

These quaint remarks of the young man who did the yachting for the *Sporting Magazine* seem very interesting in the light of our modern experience. Was the *Atalanta* a first attempt to get rid of the old model of the cod's head and the mackerel's tail, which was only successful half a century later, when the lines of the *America* opened the eyes of designers?

Yachting on the Thames continued to develop upon its own lines under the auspices of the Cumberland Society. There is an almost continuous record of matches or regattas; in fact, there were only six summers out of the forty-eight years of its existence in which meetings for a cup or a stake, either above bridge or below, were not reported in the papers of the times. Vauxhall Gardens continued their annual presentation of a cup and cover until 1810, every seventh year, counting from the first presentation in 1786, being reckoned a septennate and marked with proceedings of a more elaborate character. When the Gardens failed, in 1811, we read of other corporations or individuals stepping into the breach. There were the contractors for the State Lottery, for instance, and much later the proprietor of the Swan Tavern, Battersea. The Society occasionally subscribed for cups for its own races, but it had obviously no false pride about organising races with its members' boats for prizes from all sorts of queer sources outside. We imagine the Thames sailing of those days to have been a very hearty institution altogether, which excited much popular interest along the river-banks, provided much welcome opportunity for betting, and was conducted generally by sober citizens, who gave themselves no unnecessary airs. Occasionally, when there was no cup race, a pair of members would make a match for a turtle, which the Society, after the close of the race, would proceed to eat.

As time went on the boats were built of a larger tonnage, and there is an interesting list of some of the yachts of 1825 in *Bell's Life*, which also supplies some particulars.

"The *Deception*, of eighteen tons, was formerly a smuggler, and considered the fastest boat that ever left Dover. The present owner bought her after she had been sunk, as it was supposed, with a broken back, for £20, and he fitted her up for pleasure on the river at considerable expense. Her name was given under the supposition that she would deceive those who entertained an unfavourable opinion of her speed." She was not, however, a successful boat.

We learn that the old *St. George* was still afloat, but the writer considered her no match for the boats of newer design.

Of these the *Don Giovanni*, the *Lady Louisa*, and the *Venus* were the most famous, the first being almost invariably successful in the above-bridge races. "The owner, Mr. Davey, is a man of great enterprise, and before his vessel was launched challenged the whole river, which challenge the *Venus* accepted, and won upon two occasions." The *Lady Louisa* was a new boat in 1825, and reckoned of great promise in light winds. Of the *Venus* we are told

"it is hardly necessary to say anything, her speed, the skill of her crew, are so well known. She is three or four years old, and is, in fact, a hatch boat, although she engages in matches with the sails of a cutter. She has hitherto defied all enemies from Horsleydown to the North Foreland, and when it blows she will probably maintain her superiority."

The *Spitfire* was another famous Thames boat not mentioned by this writer.

It was with such vessels that the yachtsmen of the Thames amused themselves in the first quarter of the nineteenth century, and there is ample evidence of the interest their contests excited. One of the first uses to which steamboats were put upon the Thames was to take a crowd of spectators aboard and follow one of these races down to the Nore and back. We read of such an enthusiastic yachtsman as the Marquess of Anglesey securing a ticket in 1823, the event being solemnly chronicled in *Bell's Life*. There seems often to have been exciting incidents both above bridge and below. Thus we notice that when, in 1823, the Society subscribed for "a sixty-ounce cup and cover" and the *Spitfire* won the trophy from the *St. George* after a close finish, the *Swift*, "the beautiful little peter boat, Captain Field, from carrying too much press of canvas was blown upon her beam ends and went down off the Temple Stairs." There was no lack of spirit among the captains of these little boats, who were prepared to take all risks in order to finish first. Thus we learn that the *Don Giovanni* in the following year had her mast blown clean out of her in St. Clement's Reach, just as three to one were being laid on her in a race where all the crack boats were entered and

Venus won from *Deception.* Occasionally, too, there was interest of another sort, which is suggested in the following extract from *Bell's Life* for August 8th, 1824 :—

"Sailing Match, £50. On Saturday, the 31st July, this match was decided below bridge between the *St. George* and *Don Giovanni*, and we feel happy in stating that a most foul attempt to tarnish the laurels of the latter prime little toy was completely defeated. At starting from Blackwall the *St. George* took the lead, and gained gradually till she was half a mile ahead. The crew of the *Don* fortunately off Woolwich heard something under the bottom, and sweeping her discovered that they were towing twelve and a half fathom of rope, the *St. George* sheering line, which was foul of either an iron bolt or old saucepan made fast to a spike gunlet bored into her stem, but which was lost in hauling in the line. On getting rid of her encumbrance she soon caught her adversary, and although the greatest skill was made by the *St. George* to hold the *Don Giovanni* under her lee, the wind being due east, she gave her the slip off Broadness Point, went round the boat off Gravesend four minutes ahead, and returned to Blackwall, winning the match by seven minutes, making the third private match, besides the Coronation Cup, she has won in ten days. We observed there are handbills along the riverside offering ten pounds reward for discovery of the above plot."

In the year 1823 the Old Cumberland Society mustered in full strength at a below-bridge meeting which was held to celebrate the coronation of King George the Fourth. The occasion was held to be of some importance, Commodore Nettlefold was in command, and there was a great muster of boats, both of competitors and spectators, to celebrate what proved to be the last of the regattas held under the auspices of the Society under its ancient style and title. After Captain George Keen had won the race in the famous *Venus*, the Society adjourned to the Ship Tavern, in Water Lane, where the prizes were presented, and in a convivial meeting which followed it was decided to change the title of the old club to that of "The Coronation Society," to commemorate the auspicious occasion which they had just celebrated. Thus after forty-eight years of beneficent effort to encourage the sailing of small boats on the Thames, the Old Cumberland Society was known under a

new name. The announcement of the next meeting recorded the fact that the Coronation Sailing Society had instituted a match to be sailed annually to celebrate the coronation of His Majesty, and that the Society had been formed by "new subscribers and members of the Old Cumberland Fleet."

The first match was fixed for the 30th July, and was the occasion for one of those misunderstandings which are the common lot of all clubs, a misunderstanding which eventually led to the disappearance of the Coronation Society and to the birth of a new organisation which we now know as the Royal Thames Yacht Club. The race took place over the old course from Blackfriars to Putney and down to Vauxhall, and the *St. George* beat the *Spitfire*. The owner of the last vessel immediately lodged a protest to the effect that the skipper of the *St. George* had received help in steering when off the Temple, in clear violation of the rules of the Society. The committee at once ordered that the match must be re-sailed. The event had evidently split the club into two factions, for there was a meeting of malcontents which demanded the order of the committee to be rescinded. A counter proclamation was then issued by a second meeting, composed of members who had all sailed in the race, and threatening withdrawal from all future contests if the committee did not stand to their guns. The committee was, however, more influenced by the first meeting, rescinded their order, and handed the prize to Captain Bettesworth, of the *Spitfire*. The outraged competitors then called a meeting at the White Horse Tavern, Friday Street, on the 23rd August, 1823, at which meeting the Thames Yacht Club was formed. The Coronation Society prolonged a rather precarious existence as a separate institution till 1827. It was revived in 1830, was dissolved in 1831, when at a meeting of its members at the British Coffee House most of them, with their Commodore, Lord Henry Cholmondeley, at their head, joined the Thames (now the Royal Thames) Yacht Club, an institution which has a sporting record among yachting clubs second to none in the kingdom.

CHAPTER II

COWES AND THE SOLENT

IT would seem that the pleasures of the small sailing vessel were destined to commend themselves to different portions of the community at different times and places, and that the sport of yachting was to develop in widely separated localities upon quite independent lines. Thus there is abundant evidence of the birth of an interest in yacht sailing on the southern coasts of England, which was unaffected by any influence which might have been exerted by the rather solemn proceedings of the old Water Club at Cork, or by the much more animated contests between the little cutters of the City merchants on the Thames.

This new interest in the pleasure vessel was, we believe, more or less accidental, and an incident only of a social movement among classes quite distinct from those which had hitherto been the chief exponents of the cult of the small sailing vessel. It was the direct outcome of a movement of people of leisure and social position towards the sea coast, the pleasures of which now began to compete for their patronage with those of the inland watering-places, like Bath and Cheltenham, which had held a vogue of their own for a century or more.

One reads very little about visits to the seaside in the letters of the eighteenth century, though people who could afford the expensive journeys by coach and postchaise went at times, no doubt. We gather from the correspondents of George Selwyn, for example, whose letters reflect very pleasantly the habits of the society of their day, that Scarborough and Brighthelmstone were not unknown as summer resorts to people of condition, where young married ladies went with their families, and young

men about town retreated at times to recuperate after the season's excesses at White's or Almack's. Gilly Williams wrote several times from the last place to George Selwyn, and he reports a common friend of theirs, Lord Robert Bertie, as having returned from the former with "such a stock of health and spirits as to dedicate the rest of his days altogether to wine." But there is no record of any general exodus to the seaside until much later. It is probable, indeed, that the fondness of King George the Third for Weymouth and that of the Regent for Brighthelmstone first suggested a fashion which has been growing ever since. In any case, it is easy to trace an increasing love for an expedition to the southern coast towns in the newspapers of the early years of the nineteenth century. Local papers then began to be eloquent about the rank and fashion of the visitors, who were giving a prosperity to the pleasant places on the coasts, which they affected in increasing numbers as each summer came around. We are more particularly interested in those of Hampshire, which record the growing importance of Cowes as a place of resort in the late summer, because it was in these gatherings of people of means and leisure at that little town in the Isle of Wight that the English pastime of salt-water sailing took its origin. It was, as a fact, no love of yachting which first drew summer companies to Cowes, but a fondness for Cowes among an increasing crowd of people of leisure which suggested the sailing about the Solent in private vessels as an addition to the other pleasures of the place.

Mr. Joyce, in his excellent *History of the Post Office*, has put upon record that in the year 1792 the inhabitants of the Isle of Wight shared amongst them the services of one postmaster and a single letter-carrier, a fact which is fairly convincing as to the absence of any great assemblage of fashion in those days, and yet the town of Cowes had an importance all its own during the years of war which were to follow, a war in which the British Navy played so important a part. There was a tradition of shipbuilding belonging to the place from very early days, and it is certain that a vessel was launched there

in 1588 for Queen Elizabeth. During the eighteenth century two shipbuilding yards were institutions of the place, from which three-decked ships of the line, as well as frigates, were built and fitted for the King's Navy. One of these was a going concern until 1811, when the *Hampshire Telegraph* advertised for sale by auction "all that most eligible and particularly well-situated Freehold Shipbuilding Yard, the property of Mr. Mitchell, where ships of the line have been built."

Cowes, in fact, which has grown fat and prosperous upon the profits of the merrymakings and amusements of a long period of peace, spent a vigorous youth in the bracing circumstances of a great national struggle. Its harbour was as safe from the insults of the enemy's marine as it was from the storms of the Atlantic, and in its roads, during that long and dire naval struggle which ended at last in Trafalgar, whole fleets of outward-bound merchantmen were accustomed to assemble until a squadron of King's ships gathered at Portsmouth to give them convoy along one of the great trade routes. It is not difficult to guess at the custom which these vessels brought to the town. The needs of their crews during periods of waiting, which were often prolonged, ensured trade and profit to the ship chandlers and provision merchants, and the mere presence of the shipping found employment for a host of watermen. The pilots of Cowes were a school to themselves, and famous in their profession until the peace dispersed the merchantmen to other ports, and left them to find salvation in the increasing demand for good seamen which followed on the development of yachting at the port.

It was fortunate for Cowes that the taste for sea-bathing began to increase among English people of condition at the very moment that its own industry was doomed by the establishment of the country's naval supremacy. In Mr. Brayley's *Beauties of England and Wales*, published in the very year of Trafalgar, we read that "the conveniency of this town for bathing has of late years occasioned it to become the resort of much fashionable company, the general accommodations also

WEST COWES IN 1799

FROM A CONTEMPORARY PRINT BY R. LIVESAY

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are very good, and the bathing machines are stationed on a fine beach to the west of the Castle." That paragraph of Mr. Brayley is, as we believe, one of the first announcements of the new industry at Cowes which was to lead to a new prosperity. Fashionable England took to sea-bathing, and found the sheltered waters of Cowes Roads very much to its liking. The men of leisure, with plenty of time on their hands, who came there with their families, were not long in discovering the advantages of the Solent for a new pastime during the long days of summer when sport of any other sort was scarcely to be had. The boats which the new pastime required were a natural product of the place which had been long accustomed to turn out vessels of any class between a fisherman's smack and a three-decker. And of a resident population of a couple of thousand which Cowes contained at the opening of the century a good third probably was made up of men whose training as watermen, fishermen, or pilots qualified them as ideal crews for the new pleasure vessels.

There is record quite early in the century of many private gentlemen to whom the beauties of the little watering-place had already commended it as a place of residence. Mr. Brayley tells us that the "pleasant seat to the west of the Castle, called Egypt, which occupies the most northerly point of the island," was in 1805 the property of Mr. D. Collins; that "Norris Castle was built for Lord Henry Seymour by James Wyatt, Esqr.," Mr. Wyatt, the heavy-handed architect who did his utmost to spoil half the cathedrals of England, Durham among the number. Osborne at that time was the property of Mr. Barrington Pope Blackford. Fairlee, a mile below Newport, was "the pleasant seat of John White, Esqr.," and Mr. John Nash, another architect much favoured by royalty, built himself "a modern residence, East Cowes Castle." Later General Whitelock built the Swiss cottage on the Newport Road, "which had an excellent view of the harbour, and being thatched with straw exhibited a very romantick and pleasing aspect." Sir John Cox Hippesley built "an excellent summer

residence just east of the Castle." Westward was the seat of Sir Thomas Tancred, pleasantly situated on the shore, and Lord Grantham's small villa then recently built. "At the summit of the hill enjoying a prospect truly wonderful was (and is) Northwood House, the seat of George Ward, Esqr." Later still His Royal Highness the Prince Regent was "so much pleased with the beauty of the scenery in the neighbourhood during a marine excursion" that he purchased a house on the beach, the site of which is now covered by the houses of the Terrace.

With all these notables established in or near the town, the inhabitants reckoned annually with an increasing number of temporary residents. You may read in the *Hampshire Courier* and the *Hampshire Telegraph*, two papers which may be regarded as the archives of the first period of English yachting, of the fine company which gave an increasing prosperity to Cowes, before the nineteenth century began to run into its teens. July of 1810, for example, was made memorable by the fact that "Miss Morrison from London, Mrs. Skinner and family from Chelsea, Mr. and Mrs. White from Salisbury, Mr. and Mrs. Reed from Berkshire, and several others," had joined "the fashionables at Cowes." There are solemn chronicles of the "numerous respectable families" who had made "that commodious watering-place" their temporary home, names indicative then as now of social distinction—Pagets, Cravens, Campbells, Stewarts, St. Johns, and the rest. We learn how the Duke of Bedford paid Cowes a visit "from his rural but delightful cot" at St. Boniface; how the Duke of Orleans, the Duke of Argyll, Sir David Baird, and their families had taken residences for three months; and how the modish chronicle was completed by the arrival of the Duke of Portland, Lord Winchilsea, Sir Samuel Romilly, Lord Grantham, and a host of others.

"The weather is most delightful," says one of the scribes of the *Courier*, "and the increase of company adds, if possible, to the hilarity of this charming spot." We learn how Lord Palmerston took a trip to Cowes for the day, and returned to his

COWES CASTLE IN 1809

FROM A WATER-COLOUR DRAWING BY TOMPKINS AT THE R.Y.S. CASTLE

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seat near Romsey in the evening, and how Cowes was in ecstasy when H.R.H. the Duke of Gloucester set the seal of fashion on the place when he came there on the 7th August, 1811, and ensured a long and prosperous season to the tradesmen by remaining with his sister, the Princess Sophia, until near the end of October.

We find the increasing prosperity of the little town which followed the influx of summer visitors reflected in various announcements in the local papers. We read of developments in the packet service with the mainland, for example; how "Messrs. Bazley, thankful for the favours they have received for a number of years in the passage between the island and Portsmouth," repaid those favours by acquiring Lord Cavan's yacht, the *Eagle*, fitting her up in the best style to receive passengers, and adding her to their service. They provided two boats each day both ways between the Bugle Inn at Ryde and the Quebec Tavern at Portsmouth at a shilling a head. We gather from an advertisement of an auction in 1812 that the Cowes service, or part of it, had been in the hands of a Mr. Knight, and that the packet boat of that day was usually a sloop of about thirty tons burden, forty feet long, and with a beam of about fourteen feet, like the *Mermaid* of Cowes and the *Amelia*, which both changed hands on that gentleman's unfortunate bankruptcy.

Ordinary members of the British public were thus provided for, and there was no lack of private accommodation for persons of greater consideration who had occasion to make the passage of the Solent. The Justices of Hampshire, taking due note of the continual influx of visitors to Cowes, came forward with a list of charges which might be claimed in accordance with an Act of Parliament for ferrying them from Southampton or Portsmouth. A gentleman might have a sloop all to himself, which would transport his four-wheeled chariot, his pair of horses, his baggage, his servants, and his family for twenty-nine shillings, and extra horses at three-and-sixpence a head. If he had no carriage, he could take three horses and his family for twenty-two shillings. A two-wheeled vehicle and his family

cost no more than nineteen shillings, and if he had no carriage or horseflesh the whole expedition could be performed for the not ruinous fee of fifteen shillings. A private vessel could be hired for a guinea a day, and two men and a wherry for twelve-and-sixpence.

There was a service of coaches between Cowes and Newport which met the daily packets, and posting charges were fixed at thirty-six shillings a day for a sociable, thirty-one-and-sixpence for a chaise, eighteen shillings for a gig, and eight shillings for a saddle-horse.

The Cowes inns of those early days were the "Fountain," "a very good inn and has lately been rebuilt," says Mr. Buller, in his *Guide for 1824*. "The Marine Hotel is also a good inn on the Parade, from whose civility and attention it may safely be recommended." Mr. Helmore, the landlord, had an ingenious plan of flying a flag during the season so long as he had rooms vacant, "mistakes having arisen from its being supposed this house was full." On the east side of the river the Medina and the Vine inns were both houses of repute, and Mrs. Aikman's lodging-houses in West Cowes were well known.

Side by side with the chronicles of the distinguished visitors at Cowes began to appear paragraphs which hint at the means taken to keep them amused. In 1811 we read of a theatre where "Mr. Shadford performed with his favourite Company"; of concerts at the Fountain Inn, where Mr. Griesley particularly distinguished himself upon the hautboy; of balls which "enlivened the night till Phœbus began to announce the commencement of a new day"; of an exhibition of "Mr. Clarke's philosophical fireworks from air only, by which the company has been several times rationally and pleasingly entertained." Then appear advertisements which suggest that enterprising purveyors began to recognise the calm waters of the Solent as a promising field for their exertions to amuse the visitors in the open air and to turn an honest penny in the process. The more presentable of the smacks, small trading cutters, and pilot boats were selected, fitted up as pleasure vessels, which were used to

A COWES SKIFF IN 1815

FROM THE WATER-COLOUR DRAWING BY BENJAMIN WEST, P.R.A., AT THE R.Y.S. CASTLE

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take out parties for a day's sail, or rented by the month or the season to gentlemen staying in the place. Both the *Telegraph* and the *Courier* of the years following 1810 are full of such announcements, of sales by auction and by private contract, of the good smack *Elizabeth*, of Cowes, or the fast-sailing cutter *Alfred*, of Gosport, or the noted flyer *Charlotte*, "having won the cup at Teignmouth this summer, with her forepeak fitted as a kitchen, the cabin abaft, and a good berth for a servant." All or any of these craft, and scores of others like them, if we are to believe the announcements of their vendors, were "well worthy the notice of any gentleman wanting a pleasure yacht, or of any person in want of a fast-sailing vessel for a packet."

At longer intervals there appear in these interesting old news-sheets slight references which point to the existence of a certain number, at least, of privately owned yachts, though there is little evidence which would enable us to make a long list of yachts-men. Among the very earliest of the salt-water yachtsmen were Mr. Joseph Weld, of Lulworth Castle, and Mr. Sturt, of Branksea Castle, who both had vessels afloat in 1800, when they sailed a match which we shall examine on a later page. In the same year there is mention of a race in which the *Maria Ann*, "late the Earl of Wickham's yacht," was one of the competitors. The peerages do not seem to know that nobleman, unless he were Lord Wycombe. In 1804 we find mention of several "gentleman's cutters" at Southampton—"Lord Bolton's, Mr. Gerrard's, and Mr. Nathaniel Ogle Esqr.'s," as the *Courier* quaintly puts it. In 1810 we hear of Lord and Lady Craven arriving at the same port in "his lordship's beautiful yacht." A correspondent of the *Sporting Magazine* of 1853 made an interesting communication to that journal, which points to the growth of yachting on the Welsh coast quite early in the century. "Before Waterloo I can call to mind an amateur fleet in the Menai Straits, where Lord Uxbridge, in the *Liberty*, with Assheton Smith *père*, the very beau ideal of the squire of olden times, the Messrs. Williams, father and son, an Irish

gentleman of the name of Gavin, *cum multis aliis*, tempted the tides among the treacherous Swillies." Finally, the scanty list of the early yachtsmen may be concluded with Sir William Curtis, the first baronet and Lord Mayor of London in 1795, who was notable as a pioneer of ocean cruising.

The performances of the owners of private pleasure vessels on the south coast were at first of a very modest character. There is record of an occasional match and of a few cruises a little further west than Cowes; but it is certain that the nautical exercises of the ordinary owners, who were beginning to frequent the Solent in increasing numbers each year during the first decade of the nineteenth century, were confined to sailing about its pleasant shores and to the attendance at certain annual festivals, which began to be fixtures of the summer at most of the seaside towns. There had long been organised races between fishing-boats and pilot cutters at Cowes, Southampton, Portsmouth, Weymouth, Plymouth, and elsewhere, which were made the occasion for an annual holiday by the inhabitants, who subscribed little purses by way of prize-money. As early as 1788 we read of "a sailing match for 30 guineas to take place at Cowes for vessels carvel built not exceeding 35 tons register westward round the island"; and there is a most interesting picture by Serres of such a primitive regatta now at the Castle dated 1776, where, however, the competing cutters appear to be those of the Royal Navy.

At Southampton, in 1804, there was a meeting of professional watermen, which was quite typical of many others which followed at the seaside places on the coast. On the 18th August of that year the owners or masters of cutters belonging to the port were invited to compete for a set of prizes given by Mr. George Henry Rose over a course of ten leagues up and down Southampton Water, which involved sailing twice round boats "moored at the upper end of the river and below Cadlands." "This laudable enterprise," says the *Sporting Magazine*, "drew to the quays and shores all the visitants of Southampton," and we are then given the list of the private gentlemen who attended in their yachts

COWES REGATTA, 1776

FROM THE PAINTING BY DOMINIC SERRES, R.A., AT THE R.Y.S. CASTLE

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as spectators of the race, which we have already included in that of the early yachtsmen.

A little later we find notices of sailing matches between particular vessels of the same class in the local papers which point to an increasing interest among spectators in such contests. Thus at Cowes in 1810 the *Ranger* of that port sailed and beat the *Mary*, of Portsmouth, in a race down to Poole Bar and back. "A great many bets were made, which generally ran in favour of the *Ranger*." There was another match for £100 between the *Mary* and *Mermaid* in the same year. In 1812 the *Eclipse*, of Portsmouth, and the *Sons of Commerce* sailed a match round the island, a match upon which many bets were depending, as we are assured, and there is no doubt that the watching of such contests formed a welcome addition to the ordinary amusements of the Solent, and it is more than probable that they first suggested to private owners the organisation of races between their own boats.

As time went on these local contests took a more organised form. In 1813, for instance, the sub-commissioners of Trinity House, with a view no doubt of encouraging the professional seamen of the island, arranged a review of all the pilot vessels which were registered at any of its harbours. "On Monday last," says the *Courier* of September 20th, "the visitors and inhabitants of this town [Cowes] were highly gratified with the review of all the pilot vessels. . . . After going out of the harbour in rotation agreeably to their numbers, they sailed in a like manner round the white and red buoys and returned, after which the major part of them started, on a signal being made, and sailed round the said buoys three times and back round a vessel stationed for the purpose off the Castle for different prizes. As the day was particularly fine, with a good breeze from the westward, the spectators were much entertained with the novelty of the sight. In the evening there was a ball at the hotel, East Cowes, which was well attended." From another account in the *Telegraph* we learn that the prizes were provided for from a fund raised by subscription; that the

contest "drew together a vast number of persons, many of them of the first distinction, who experienced a very considerable share of pleasure from the sight"; that H.R.H. the Duke of Gloucester patronised the match, and with the Princess Sophia watched the sailing from the Honourable George Grey's yacht; and that the private yachtsmen of 1813 included other gentlemen who attended the match in their own vessels—Lord Grantham, Captain Hammond, Captain Pearson, Mr. Fazackerley, Mr. Lewins, Colonel Shedden, and Mr. Ralph Shedden.

Besides the ball at Aldred's, East Cowes, there was a "select party of gentlemen who dined together at the Marine Hotel, West Cowes." It is easy, we think, to recognise an increasing interest in salt-water sailing in this account of a primitive regatta, and perhaps the origin of a yachting club in the select party who wound up the day with that convivial meeting at the Marine Hotel.

The next year we find a similar meeting described as "the Isle of Wight Annual Regatta," and we are given particulars which point very clearly to the connection between these meetings and the subsequent development of private yachting on the Solent. There was the same review, followed by the same race by the pilots for prizes given by subscription, subsidiary matches between pairs of the same vessels for a purse of £30, the same balls and dinners in the evening, even more enthusiastic accounts of the fineness of the company. We hear of the Russian and Prussian Ambassadors and their suites; of the crowded state of the Marine Parade, "which fashionable promenade has been crowded for several evenings past, the weather proving serene and favourable, has caused much of the company to extend their pedestrian amusements beyond the usual time," as the reporter rather pompously puts it. But the account concludes with a paragraph which has great interest for us, as the historians of the origin of yachting.

"The company were so well pleased with the late review of the Pilot Vessels," it says, "that it is in contemplation of the gentlemen owners of yachts, there being many here, to make

another review similar to the former one of the Pilot Vessels, and which it is proposed shall take place in a week's time."

We find no record of that proposed meeting having taken place, but the fact that it was contemplated in 1814 is not without interest as the earliest recorded allusion to organised salt-water sailing amongst amateurs in the Solent.

Before going on to the consideration of that subject, of which we shall soon find copious record, we may glance at the few allusions which have survived to the aquatic performances of individual yachtsmen in the earlier years of the century. The first of these, which we have already mentioned, relates to the match between Mr. Sturt and Mr. Weld, the former the member of Parliament for Bridport, the latter the famous yachtsman of Lulworth Castle. The particulars of this match we owe entirely to a report of the *Sporting Magazine* for September, 1800, which, however, confines itself to an exciting experience of Mr. Sturt, and gives us little information about the race itself. It appears, however, to have taken place off Weymouth, and we do not think we can do better than let the *Sporting Magazine* describe the affair in its own quaint style.

"In setting off, the boat of Mr. Sturt's cutter being astern, he supposed it impeded her sailing, and on that occasion directed a boy to get into the boat and convey her to shore. The child, the waves running high, refused. Not only this boy, but all the crew declined this task, on which Mr. Sturt, with a deal of heroism, jumped into the boat, which he had no sooner done than she drifted away, and in this perilous situation he was committed to the Ocean. The boat had no sooner quitted the cutter than she upset, and he was frequently washed off and as frequently swam to the boat. He had even in this hour resolution and presence of mind to undress himself, preparing for his fate as it drew near dark, when, fortunately for him, some transports, which lay off and had on board the 85th Regt., by contrary winds were put back, and the last vessel, which was three miles distant, saw a fellow-creature in distress, and though three miles to windward, yet they had the courage to make up to him, which was an event of Divine Providence, as they by their glasses only could discern him, nor did they see him until they were within a few yards.

"They then lifted him into their boat, when the hero of this narration, who had with an uncommon degree of resolution conducted himself on this trying occasion, impulsed by sensibility, burst into a flood of tears, grasping with fervour his deliverers. It was near seven o'clock when they took him up; a few moments longer would have fatally closed the scene.

"Mr. Sturt, some few years since, by his intrepidity saved the lives of four sailors, who would otherwise have perished. They were shipwrecked near his seat at Branksea Castle, within a short distance of Poole, and were clinging to the wreck. In this perilous situation he offered 100 guineas to any person who would attempt their deliverance. The sea then running mountains high, and death appearing engulfed in every wave, everyone declined, when he with an intrepidity unparalleled jumped into his boat. This encouraged the rest. They ventured, and by these means the lives of those brave men were saved. The singularity of this event is the more remarkable. He saved four sailors, and in his late preservation he was saved also by four sailors from the *Middleton* transport in the roads. The intrepidity of Mr. Sturt and the firmness of his resolution cannot be better exemplified than in recording that in the time of his greatest danger and distress he wrote with a pencil his name and address and put it into his watch-case, which he preserved by fastening it to his trousers, the only covering he had, and which watch he was desirous to keep, being a present from his lady. He is reckoned the first gentleman swimmer in England. By these means, and a considerable degree of resolution, he preserved a life valuable to society. He was between three and four hours at the mercy of the ocean. It is but justice due to his liberality to say that he most bountifully rewarded his deliverers with a dinner and ten guineas each."

We seem to recognise the portrait of an enthusiastic yachtsman in this rather sentimental account of Mr. Sturt's accident, but we should have liked further particulars of the race. It would be interesting to know what his crew were doing when he fell overboard. Their refusal to go ashore in the boat seems entirely justified by the result, but it was stretching the sporting principle a little, it would seem, to leave their owner in the "ocean" while they continued the race with Mr. Weld, which was presumably what took place. Also Mr. Sturt's decision to leave his vessel in a fit of pique during the contest seems strange to our modern ideas.

Walker & Cockerell ph. sc.

Joseph Weld.

The history of the exploits of Sir William Curtis, the other of the early yachtsmen whose names have been preserved, is much less tragic. We are told by the *Morning Herald* of the 3rd of August, 1809, that Sir William was the possessor of a yacht which was reckoned the "finest pleasure vessel belonging to any British subject," and that he was accustomed to spend £1,600 a year upon it, "not for the sake of any fashion, but for the sake of the genuine pleasure derived from it by himself and his friends." Sir William was moved to a desire to see something of the campaign which the Duke of Wellington was conducting in Portugal in 1809, and asked leave of Mr. Perceval to accompany the expedition in his yacht. "Mr. Perceval answered that as a friend he did not like to refuse Sir William Curtis, but as Chancellor of the Exchequer he could not write upon the subject to the Admiralty unless the worthy alderman would consent to put his vessel under their orders. Sir William readily accepted this condition, and immediately began to perform his naval duties by storing his vessel with every kind of viands, substantial or luxurious, and abundance of the finest wines. The Marquess of Huntly and several general officers readily accepted his hospitable offers to entertain them on their passage." The baronet was apparently much devoted to cruising, for there is record of his sailing from Margate in 1815 with a party of friends on a voyage to St. Petersburg.

CHAPTER III

THE YACHT CLUB AT COWES

IT was almost inevitable that the periodical meeting at Cowes of increasing numbers of men with a common interest in the sailing of private vessels should result in the formation of a club of such kindred spirits. The year 1815 was altogether a propitious moment for such a movement. By that year the principle of the social club was very firmly established in this country, and the expansion of social life which was presently to follow the termination of nearly a quarter of a century of war was destined to include among manifestations of greater import a remarkable increase in the numbers of those interesting institutions.

Until the century opened White's and Brooks's almost alone supported the old tradition of club life in London. By 1815 the antics of the Dandies, with the incomparable Mr. Brummel at their head, at the ballots of both these famous societies had rendered admittance to either a matter of great difficulty for the ordinary member of society. Men with a taste for club life who found their aspirations damped by the savagery of the black-balling at the two clubs in St. James's Street, were beginning to found new societies of their own about the town, and we date many of the notable clubs of to-day from the earlier years of the century, the Travellers', the Guards', Arthur's, the United Service, and the Athenæum among others. The formation and the constitution of the social club, in fact, were in the air in 1815, and it was the most natural thing in the world that the idea of a club of their own should originate among the yachtsmen whom we have seen foregathering each summer at Cowes.

OLD COWES

FROM AN OLD PRINT

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The project had doubtless been canvassed during preceding seasons at some of those convivial meetings at the "Vine" or the "Medina" at East Cowes, which often followed the processions of the pilot boats, but it took final shape only in London, when on the 1st of June, 1815, a body of gentlemen met at the Thatched House Tavern in St. James's Street, under the presidency of the Lord Grantham of that day, and decided to form a club which should consist only of men who were interested in the sailing of yachts in salt water. These gentlemen nominated themselves with others to the number of forty-two to form a list which should constitute the original members of the club, decided upon a small subscription, and drew up a few simple rules to govern their Society in the future.

It would seem from the proceedings of this first meeting at the "Thatched House" that the aspirations of the proposed club were of a very modest character. They contemplated, apparently, little more than a slight bond of union between the men who met with their yachts at Cowes in the summer, a communion which was to be maintained and cemented by no more than a couple of annual meetings, the one in the spring at the "Thatched House," the other at a dinner at "the hotel at East Cowes," at a date to be fixed always at the first meeting in London. There was no thought as yet of a club-house, or of the conveniences for eating and drinking or sleeping which are not the least among the attractions of most clubs. Even the subscription of a couple of guineas was regarded only as an impost of a temporary character necessary to set the organisation going, and as a fact it was discontinued for a single season two years later. The qualification for any future candidate was the possession of a yacht of a certain tonnage, the payment of an entrance fee of £3 3*s*., and the occupation of such a social position as should commend him to the members of the club, who were to decide upon that point in general meeting.

At the meeting of the 1st June accordingly, as we read in

the old Minute Books still preserved at the R.Y.S. Castle at Cowes, "the following resolutions were entered into:—

"First, that the club be called the Yacht Club.

"Second, that the following persons are the original members of the club:—

Ashbrook, Visct.
Aylmer, Chas. Esqr.
Baring, William Esqr.
Belmore, the Earl of.
Berkeley, Captn. Frederick.
Blackford, B. P. Esqr.
Buckingham, the Marquess of.
Cawdor, the Rt. Hon. Lord.
Challen, S. Esqr.
Craven, the Earl of.
Curtis, Sir Wm. Bart.
Deerhurst, Visct.
Fazackerley, F. N. Esqr.
Fitzharris, Viscount.
Fitzgerald, John Esqr.
Grantham, the Rt. Hon. Lord.
Grant, Charles Esqr.
Hallifax, Thos. Esqr.
Hare, the Hon. William.
Herbert, Henry, A. Esqr.
Hippesley, Sir J. Cox, Bart.
Kirkwall, Visct.
Lewin, Thos. Esqr.
Lindegren, John Esqr.
Lloyd, of Marle, Esqr.
North, the Revd. Chas. A.
Nugent, the Rt. Hon. Chas. A.
Pelham, the Hon. Chas. A.
Ponsonby, the Rt. Hon. Lord.
Puleston, Sir Richard, Bart.
Scott, Harry Esqr.
Shedden, Colonel.
Smith, Thos. Assheton, Junr. Esqr.
Thomas, Sir Geo. Bart.
Thomond, the Marquess of.
Uxbridge, the Earl of.
Wardle, Bayles Esqr.
Webster, Sir Godfrey, Bart.
Weld, Joseph Esqr.
Weld, James Esqr.
Whatley, Colonel.
Williams, Owen Esqr.,

and that hereafter the qualification to entitle a gentleman to become a member be the ownership of a vessel not under ten tons.

"Third, that no vessel under ten tons although belonging to a member shall be entitled to a number on the list.

"Fourth, that no person be hereafter admitted as a member without being ballotted for at a general meeting consisting of not less than ten members, the candidates to be proposed and seconded by two members of the club, two blackballs to exclude."

There followed other regulations, which it is not necessary to give at length, which provided in the manner usual in clubs for such matters as payment of subscription, general meetings, and so forth. The rules which had reference to yachting were few and simple. Each member upon payment of his three guineas to the Secretary and Treasurer was entitled to two copies of the signal book, "and will be expected to provide himself with a set of flags according to the regulations contained therein."

That same signal book was the subject of a great deal of anxious consideration during the next few years. They paid Mr. Finlaison £45 for printing the first copies, which they soon found to be based upon a wrong system, and appointed a committee to consider the matter, who called in "the well-known skill and experience of Sir Home Popham, K.C.B.," to assist them in devising a new set. A few years later these also were found wanting "as clumsy and inconvenient" by reason of the number of flags employed, when the Yacht Club adopted the code "composed by Mr. Brownrigg, midshipman of H.M.S. *Glasgow*, it being thought that two flags, two pendants and an ensign are all that can be required."

Each member was requested to register the name, rig, tonnage, and port of registry of his vessel with the secretary, and the club adopted as a distinguishing ensign "a white flag with the Union in the corner with a plain white burgee at the masthead." The bankers of the club were "Sir Edward Carr Glynn, Mills Hallifax and Co., London," and the Secretary, "John Ward, Esqr. of East Cowes," and the only hint of a rendezvous was contained in the fixture for a dinner at the hotel in East Cowes for the 24th August ensuing.

Of these original founders of the Yacht Club at Cowes, none was more in the public eye than the Earl of Uxbridge, one of the ablest of a very able generation of Pagets, who is remembered better as the first Marquess of Anglesey. Lord Uxbridge, at the moment of the meeting at the "Thatched House," was already with his division of cavalry in Belgium on the campaign which was to be decided a few weeks later at Waterloo. He had already served under the Duke of York in the Revolutionary wars, and had distinguished himself under Moore at Corunna, when with 400 horse he had surprised and defeated a body of 700 French cavalry. His share in the Battle of Waterloo is well known, as is his intimation of the loss of his leg to the Duke of Wellington: "By G——, I have lost my leg!" and the Duke's laconic reply, "Have you, by G——!"

There are many stories of Lord Anglesey's interesting person-

ality which are less well known. He suffered much from tic-doloreux, which gave an air of brusqueness to a really amiable disposition. He was very proud of the whiteness of the decks of his famous cutter, the *Pearl*, and when he gave a passage to Lord Adolphus Fitzclarence, who wore carefully varnished boots which left marks on the deck after a shower, he told off one of his hands to follow the offender with a swab and remove the mark of each footstep. Lord Anglesey was an extremely hospitable man, and his friends might always dine at Uxbridge House by writing their names on a slate kept in the hall for the purpose, but he had a great contempt for professed diners-out, whom he described as "cruising for a cutlet."

At such a dinner Lord Anglesey, then in command of the Blues, once remarked, "I hear in the Blues every officer has a sobriquet. There's Nutmeg, Jos, the Giant, Shaver, and, I suppose, shortly they will give me one." "Why, bless you," replied his son, Lord Alfred, "they've called you Old Peg ever since you had the regiment!"

Lord Anglesey was an energetic sportsman, and almost to the last was accustomed to shoot grouse from a pony. On one occasion he shot through the crown of a tall hat on the head of a Welsh clergyman, who was naturally much frightened. "My good man," remarked Lord Anglesey, "don't be afraid; I'm a perfect master of the weapon." It is recorded also that when, in 1820, he was assailed by the mob as a partisan of King George the Fourth against Queen Caroline, he put his head out of his coach window and shouted, "May all your wives be like her."

Lord Anglesey very generously refused a pension of £1,200 a year for the loss of his leg at Waterloo, and as he lived till 1854, he thus saved the nation nearly £47,000.

The Honourable Charles Pelham was known and beloved in later years as the first Earl of Yarborough, the hospitable and charitable master of Appledurcombe, the first commodore of the club, the owner of the two famous yachts named the *Falcon*, the Grand Provincial Master of the Isle of Wight, and the

good genius generally of the Yacht Club, of Cowes, and of the island. We shall see as we proceed how much of the early history of the sport seems to centre in the personality of Lord Yarborough, and how much the club owed to his unfailing urbanity and good nature. Lord Yarborough's memory was so revered among his clubmates that when his son came up for election nearly half a century later, all the formalities of the ballot were dispensed with, and he was elected by acclamation.

Lord Grantham, the chairman of the meeting at the "Thatched House," was one of those capable Robinsons whose ability and integrity have been recognised in English affairs from Queen Anne's days until our own. He is best known as Lord de Grey, a title he took on succeeding his maternal aunt in the earldom in 1833. Lord de Grey was Lord-Lieutenant of Ireland in the Peel Administration of 1841, and was a notable country gentleman in Bedfordshire, where his good works are yet remembered.

Sir John Cox Hippesley was one of those unofficial English gentlemen who, at various times in modern history, have played important but unobtrusive parts. As early as 1780 he was the medium of very important negotiations between Lord North and the Vatican, and his services on a similar mission in 1796 earned an acknowledgment in very flattering terms from Mr. Pitt. It was Sir John who negotiated the marriage between the Princess Royal of England and the Duke of Wurtemburg; he was a trustee of the marriage settlement, and was granted the right to wear the Duke's arms as a reward. It was through Sir John, too, that the poverty and distress of the last of the Stuarts, Cardinal York, were submitted to the charity of King George the Third.

Mr. Thomas Assheton-Smith, the second of the name, was one of the many noted foxhunters who in later years found their summer diversion in yachting and became prominent members of the club. It is impossible to say anything new about that gentleman, who is by common consent of all fox-

hunters accepted as the prince of their sport. When, after the peace of Amiens, he visited Paris and was presented to Napoleon, that potentate greeted him as "premier chasseur d'Angleterre." The literature of foxhunting is full of anecdotes of the determined character of this great sportsman. A first indication of this was his fight at Eton with his life-long friend Jack Musters, which continued for an hour and thirty minutes. At the end of that time both were so punished that they could not see, and their seconds induced them with much difficulty to shake hands.

In later life Mr. Smith was a candidate for Nottingham, and in attempting to address a meeting was refused a hearing and met by cries of "No guy in a red coat; no foxhunting M.P." He at last managed to say, "Gentlemen, as you refuse to hear my political opinions, at least be so good as to listen to a few words. I will fight any man of you, big or little, directly I leave the hustings, and will have a round with him now, for love." The remark was much cheered, and he had no further difficulty in getting a hearing, though he lost the election. His offer was no empty threat, for years later he thrashed a drayman at Leicester into a state of insensibility for cutting his horse across the back with his cart-whip, and sent him £5 afterwards.

As a foxhunter he was famous among a generation of hard riders in keeping in the same field with his hounds, often rode for falls, and was never known to let go of the reins. He was master of the Quorn from 1806 to 1816, of the Burton pack in Leicestershire from the latter year until 1824, and in 1826 founded a pack of his own at Penton, near Andover. On the death of his father in 1830 he inherited a vast fortune, and kept a pack of a hundred couples at Tedworth, hunted the country four days a week, and frequently had two packs out on the same day. He accepted no subscriptions, but hunted the pack entirely at his own expense. His reception at Rolleston, in Leicestershire, where he was invited to bring his hounds on the 20th March, 1830, and was acclaimed by two thousand

THE EARL OF YARBOROUGH

FROM A CARICATURE AT THE R.Y.S. CASTLE

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horsemen as the king of all foxhunters, is without parallel in the annals of sport.

Quite late in life Mr. Smith was accustomed to stay at Belvoir and to ride long distances to various meets, which often necessitated early breakfasts. He was apt to be very exacting with the servants on these occasions and, as the Duke of Rutland thought, a little unjust. He complained one morning of the coldness of the muffins in very strong terms. The next morning the Duke gave him a hint by sending in fifteen footmen, one after the other at proper intervals, each bearing a dish of muffins with the remark, "Hot muffins, sir."

We shall see later that Mr. Smith was one of the most strenuous of the early yachtsmen of the club, and it is claimed for him that at Eton he discovered the principle of hollow lines for yachts by watching the natural curves taken by a flat stone in sinking which he had thrown into the water.

The position which Mr. Smith held in foxhunting was filled in yachting by another of the founders of the Yacht Club — Mr. Joseph Weld, of Lulworth—as will appear very convincingly in future pages. The Welds were a very eminent Catholic family, and it was the devotion of an elder brother to that faith which placed the family property at the disposal of Mr. Joseph Weld and enabled him to spend a fortune on his favourite sport.

That elder brother, Thomas, showed great benevolence of disposition at a very early age, and at the time of the Revolution co-operated with his father in befriending the religious orders who took refuge in England from the fury of that convulsion. The Trappists were received at Lulworth, the Poor Clares and the Nuns of the Visitation were also much indebted to the pious father and son, who crowned their work by bestowing the splendid mansion of Stonyhurst upon the Society of Jesus.

Mr. Thomas Weld, after the death of his wife in 1815, embraced the priesthood, and in 1818 renounced the family property in favour of his next surviving brother, Joseph. We shall have much to say about Mr. Weld's career as a yachtsman. Here we may mention that he fulfilled the hospitable traditions

of his family when, in 1830, he entertained the exiled Charles the Tenth and his family at Lulworth before their removal to Holyrood. Another brother, James, was a member of the original list of the Yacht Club and a noted yachtsman of the early days of the Solent yachting.

Of Lord Deerhurst, afterwards eighth Earl of Coventry, we read, "Although not a professed wit, few men were more ready with a smart saying, a pointed epigram, or a quick repartee than Deerhurst, and in any keen encounter of wit his adversary generally had to succumb to his power of satire. Upon being told of a distinguished officer who was about to marry a handsome widow and had gone to Truefitt's to dye his hair, he immediately quoted Braham's popular song—

> "Young Harry was as brave a youth
> As ever graced a martial story,
> And Jane was fair as lovely truth,
> He dyed for love as she for glory."

It was Lord Deerhurst, too, who christened Mr. Auriol, famous for his good luck at Crockford's tables and for his appetite at the famous suppers, "Crocky's ugly customer."

Mention of Crockford's is a reminder that one of the originals, Sir Godfrey Webster, was among the noblest of the plungers at that notorious club. It was Sir Godfrey who was the victim of that famous "facer" which he defined to Mr. George Payne on the steps which now lead to the decorous Devonshire Club, as the loss of £50,000 at a sitting. Sir Godfrey was the son of the lady who after her divorce became the famous Lady Holland, and was prominent among the early yachtsmen as owner of the *Elizabeth* and *Scorpion* cutters.

The Viscount Fitzharris, of the original list, was later the second Earl of Malmesbury, son of the able diplomatist, the first earl, and father of the third earl, the Foreign Secretary of Lord Derby's Administration, and author of the *Memoirs of an Ex-Minister*, the most amusing of all modern memoirs. Like his father, Lord Fitzharris was Governor of the Isle of Wight, and his official yacht, the *Medina*, was always to be seen at the

earlier functions of the club. "She was the connecting-link," wrote his son, "between the ships painted by Van der Velde and those which preceded ironclads. She was built in William the Third's reign, and her sides were elaborately gilded. She was highest by the stern, with such a deep waist forward as to endanger her going down head foremost if she shipped a heavy sea. She had very little beam, and her complement consisted of Captain Love, R.N., the master, and twelve men, and she measured eighty tons."

Sir William Curtis, of our list, was one of those influential City men who consistently supported Mr. Pitt during the troublous times of the Revolutionary wars, and had their reward in the honours of the Court and the abuse and derision of the Whig scribes.

The Curtises for two generations had been manufacturers of sea-biscuits in Wapping, and had amassed large fortunes by contracts with the Government during the long naval wars of the eighteenth century. William Curtis and his brother largely developed this business and also made successful ventures in the Greenland fisheries. William was also the founder of the famous banking house known since as Robarts, Lubbock, and Co. He sat for the City for twenty-eight years, steadily voted with Mr. Pitt, was Lord Mayor 1795–6, and was rewarded in 1802 with a baronetcy.

By the time that the Yacht Club was founded he was enjoying his wealth and dignity and a certain fame as a friend of the Regent. Peter Pindar made great fun of his person, and of the luxury of his yacht, the *Emma Maria*, on board of which, at Ramsgate, Curtis was often honoured by the company of the Prince of Wales. He is described as a bad speaker, and badly educated, but he was undoubtedly an amiable and charitable man. There are many humorous stories of the baronet. He was one of the party who accompanied King George to Scotland in 1822, and appeared in complete Highland costume at Holyrood, even down to the knife stuck in his stocking. The King himself appeared in a kilt, and it was said was much

chagrined to find Curtis the only man in the room similarly clad. The baronet, on the other hand, was flattered to think that he alone shared the Highland costume with His Majesty, and asked King George if he did not think him well dressed. "Yes," replied that monarch, "only you have no spoon in your hose."

Other notable members of the original list were the second Earl of Belmore, Captain-General and Governor of Jamaica; John Campbell, the first Lord Cawdor; the first Earl of Craven, who like many of his order went to the stage for a wife when he married Louisa Brunton; William O'Brien, second and last Marquess of Thomond; Mr. B. P. Blackford, of a notable family in the Isle of Wight; Mr. Stephen Challen, of Selsey; Mr. William Hare, afterwards second Earl of Listowel; Sir Richard Puleston, the second and last baronet; and Mr. Owen Williams, of Craig-y-don, in Anglesey, and of Temple House, on the Thames, who sat in the House of Commons for Marlow during ten successive Parliaments, and was the grandfather of the present representative of the family, General Owen Williams.

We do not gather from an examination of the early records of the Yacht Club that the members considered themselves entrusted with any important mission in yachting or other matters. Their arrangements continued of the simplest, and were carried out at first with a minimum of financial burden. Social intercourse was obviously the inspiration of a resolution passed in 1816, to the effect that "although many members of this club are not personally acquainted, it is hoped that no introduction to each other will be deemed necessary in any case where assistance or accommodation by boats or otherwise may be required, but that any communication by signal may be always received with that cordiality which it was the first object of the club to establish, although the parties may be personally unacquainted." In the same year a meeting, with Lord Grantham in the chair, passed a resolution which exercised an important influence on the history of the club, when

"EMMA"

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it decided that "Officers of the Navy shall hereafter be eligible as honorary members of the club without paying subscription or entrance fee unless they come on the list with yachts over 10 tons," and under that rule Nelson's captain at Trafalgar, Sir Thomas Hardy, K.C.B., Sir Home Popham, K.C.B., and Sir Joseph Yorke, K.C.B., among many others, placed their names on the club list.

The demands made upon the club fund by the modest functions which the members proposed for themselves were so light that, as we have said, they thought it unnecessary to continue the subscription of two guineas in 1817, and then decided to rely solely upon the three guineas entrance fee to be collected from new members. No sooner was this ordinance passed than the greatness to which the Yacht Club did not feel itself born was suddenly thrust upon it. A special meeting was called at East Cowes on the 15th September, with Sir Arthur Paget in the chair, who read the following letter from Sir Charles Paget, dated from the *Royal George*, the Regent's yacht, lying off Brighton :—

"SIR,—The Prince Regent desires to be a member of the Yacht Club, and you are to consider this as an official notification of His Royal Highness's desire.

"I have the honour to be, sir,

"Your obedient humble servant,

"CHARLES PAGET."

The meeting at once passed a resolution expressing their grateful appreciation of the great honour done to the club by His Royal Highness's condescension, which was ordered to be conveyed to the Regent in the proper manner, and so was established the long tradition of royal patronage which the club has enjoyed and appreciated from that day to this. Directions were given at once that the two copies of the signal-books, which were the tangible evidence of membership of the club, should be richly bound in red morocco and sent to Sir R. Bloomfield for His Royal Highness's use. In the following spring the club was further honoured by the intimation that

the Royal Princes the Dukes of Clarence and Gloucester were also desirous of joining the Yacht Club.

It is significant of the limited character of the first arrangements to find "that the club fund having been nearly exhausted by the extra expenses of binding the signal-books for the Prince Regent and other contingencies," it was found necessary in 1818 to reimpose the annual subscription of two guineas. From that year the club began to take itself more seriously. We find the first beginnings of a club uniform in a regulation which adopted a button as that of the club which had been previously worn by some of the members, and learn that the button could be procured from "Mr. Bushby, St. Martin's Lane, London." The qualification for membership was raised from the possession of a yacht of ten tons to one of twenty, and the increasing numbers of new members, together with the renewal of annual subscriptions, enabled the Yacht Club to initiate what proved to be one of the most important among its earlier functions, the patronage and encouragement of the local boatmen by the voting of £70 towards a prize fund for their sailing matches. Finally, upon the Prince Regent becoming King of these islands, His Majesty, upon the petition of the club, graciously consented to give it a royal title, and the Yacht Club at Cowes was known after 1820 as the Royal Yacht Club, being the first yacht club in the country to enjoy that distinction.

The club, as we have hinted, had little influence upon yachting as an organised sport during the first few years of its existence, but as time went on there was some approach to organisation among the amateurs, tentative at first, but still indicative of some concerted effort. In 1818, for example, we read of the annual procession of the pilot boats and the races between boats of local watermen being varied by processions of private vessels round the Brambles. Thirty yachts of members started from the roads in July of that year, "an aquatic gay scene," says the reporter, "which was a pleasing sight." There was no suggestion of racing in these expeditions, which were really spectacular exhibitions, requiring a minimum of skill on

the part of the masters to keep proper stations. They were appreciated by the thrifty islanders as an important addition to the attractions of their town.

In 1822 we find these meetings recognised by the club as among the most important of their engagements. A resolution was passed at the "Thatched House" in May to the effect "that on the first and third Mondays of each month the yachts be assembled in Cowes Roads at 10 a.m. for the purpose of sailing together under the directions of a Commodore appointed for the day," and the 1st July was appointed for the first of these meetings. How little these had to do with yachting as we understand it to-day is evident from a resolution passed at a meeting at Cowes after two only had taken place. Some of the more actively minded of the owners had begun to chafe under the restraint of these solemn proceedings, which they had attempted to vary by some extemporised racing. Says this resolution of July 29th:—

"The original proposition of assembling the vessels of the club upon certain days under the direction of a leader having been made with a far different view from that of racing and showing superiority of sailing, and inconvenience and danger having arisen from irregularity, it would tend to the comfort of all, and particularly of the ladies who may honour the meeting with their presence, if order were preserved."

The meeting went on to ordain that the yachts should keep their stations in two squadrons of equal numbers, imposed some simple directions for tacking and manœuvring, and laid down a rule that "If any particular vessels are anxious to try rate of sailing, a signal to that effect must be made by the Commodore."

There is no record of that signal ever having been made, and we may trace the origin of racing in the Solent to the efforts of a few private yachtsmen, who may quite possibly have been those whose sporting proclivities spoiled the symmetry of the two first processions. As early as 1815 a match between Mr. Joseph Weld, whom we saw racing with Mr. Sturt in the first year of the century, and Mr. Thomas Assheton-Smith attracted

much attention at Cowes. Mr. Weld was represented by the *Charlotte* cutter of sixty tons, and Mr. Assheton-Smith by the *Elizabeth* of sixty-five. Successive numbers of the *Hampshire Telegraph* for August of that year tell us of the interest which the fixture excited.

"A match made on Monday last for 500 guineas is as likely to afford as much sport as any race that was ever contested by the highest-mettled coursers at Newmarket. Both yachts are of beautiful model and construction, and of celerity as quick sailers, and each gentleman confident of his vessel's superiority."

We learn that this early match was taken so seriously that it was to be decided by three heats on three successive days if one or other of the boats did not declare her superiority by winning the first two straight away. On the morning of the 23rd August they were to sail round a vessel moored off Swanage and return. The following morning they were to round the light-vessel at Bembridge and return to Cowes. If the issue was still undecided, the yachts were to repeat their sailing over the last course on the following day. We are told that the match "will probably throw into the hands of the fortunate betters at least 2,000 guineas."

It is unfortunate that this sporting match was brought to a premature conclusion in the first heat. "Mr. Smith's *Elizabeth* was the most likely-looking vessel," we are told, "but the *Charlotte* showed the most speed. When the vessels came nearly to St. Alban's Head a very severe puff of wind (it blew very fresh all day) carried away the masthead of the *Elizabeth* below the rigging, consequently every sail fell upon the deck." The *Charlotte* had by this time weathered the *Elizabeth* and was about three cables ahead, and Mr. Weld had the satisfaction of heaving to, returning to the disabled *Elizabeth*, and towing her triumphantly into Cowes Harbour, where the match was given to him, as Mr. Smith declined the subsequent heats.

In 1819 there is a scanty account in Kent's *Weekly Despatch and Sporting Mercury* of another race, in which Mr. Weld again

appears. This was a match between that gentleman, the Marquess of Anglesey, and Mr. Baring, and as it was for a sweepstake of 150 guineas, it introduced a slight novelty into yacht-racing. We are not told the names of all the vessels. Lord Anglesey is credited with the *Emerald*, which may, or may not, be a mistake in the name of the more famous *Pearl*, a big cutter of 113 tons. Mr. Weld was almost certainly represented by the *Charlotte;* Mr. William Baring either by the *Sylph*, a cutter of fifty-two tons, or the *Iris*, of sixty. There were three heats arranged, but the Marquess won the first two in a very light wind, as was evident from the fact that a course of thirty miles consumed sixteen hours in the sailing. "The vessels only used three sails," we are told, "and were admired for the activity and skill with which they were worked." The betting, which was usually a feature of these early matches, went in favour of his lordship, who was reported to have won £800 by the event.

For the next five years records of matches are rare, but there was a race between the *Ant*, of Cowes, and the *Nancy*, of Cork, at Cowes in 1823, which presents an interesting incident. The owners of these vessels agreed to sail over a course from Cowes Roads to the buoy off Poole Harbour and back for £40. They started on Thursday afternoon, we are told, and early on Friday morning were seen "close off the beach of Egypt Point, the *Ant* ahead shoving the *Nancy* astern, she having run her bowsprit over the other's quarter. The *Nancy*, however, on being cleared, luffed up, took the wind out of the *Ant's* sails, and in the last half-mile passed her and won by two lengths."

Perhaps the first of the matches between private vessels round the island was that which took place on the 24th July, 1824, between Mr. James Weld's *Julia*, a yawl of forty-three tons, and Mr. C. R. M. Talbot's similarly rigged *Giulia*, of forty-two tons. Although the yachts were so well matched in point of size, the *Giulia* was allowed a mile start. We read that the *Julia* won easily, and that she sailed the course in eight hours in a light breeze, leaving the *Giulia* a long way astern.

Less than a month later we read of a race at Plymouth between three members of the club—Mr. T. Assheton-Smith, with the *Jack-o'-Lantern*, a schooner of 140 tons; Mr. Joseph Weld, with the *Arrow*, afterwards so famous, a cutter of eighty-five tons; and Mr. James Maxse, with his cutter the *Sabrina*, of eighty-four tons. We have few particulars of this race, but *Bell's Life* of August 15th, 1824, is not without the suggestion of some moving incidents. The *Arrow* came in first, it appears, but the prize was awarded to the *Jack-o'-Lantern*, which finished second,

"Mr. Maxse's and Mr. Weld's vessels having run foul. It has been maliciously circulated that Mr. Weld's captain ran on board the *Sabrina* to prevent her winning. This Mr. Weld's captain positively denies, nor can it be supposed for a moment there could be any cause for spite on board the vessel that was decidedly showing her superiority in sailing."

The Marquess of Anglesey and the brothers Weld were engaged in a double-barrelled match in August of 1825, which suggests much healthy competition among these early amateurs. From some very interesting recollections sent to the *Field*, in 1888, by Mr. Charles R. Ratsey, it would seem that the rivalry was very real indeed. Mr. Joseph Weld gave the challenge, and Lord Anglesey, in accepting, remarked, "If the *Pearl* should be beaten, I will burn her as soon as we get back."

The first half of the match was fixed for the 29th July, when Mr. Weld sailed the *Arrow* against the *Pearl*, nearly twenty tons more burden. Nothing is more remarkable in the history of yachting than the cheerfulness with which the owners of small boats took the odds of tonnage and sail area without the slightest hesitation or without a single thought of time allowance. The established fact that, other things being equal, the larger boat wins was long undiscovered, we may assume.

The match was for £500 and the course westward, round a boat moored in Swanage Bay and back to the roads. We read in the *Hampshire Telegraph* a generously full account of this important match, how the wind was from the east, and how the

boats lay at their moorings until Sir George Thomas, the umpire, fired a preparatory gun when they hoisted their headsails, and how when, five minutes later, the second gun was fired they slipped their moorings and hoisted all sail, the *Arrow* being smarter in getting her canvas out and gaining the lead. The *Pearl*, however, was first round the mark-boat by four and a half minutes, and eventually won handsomely by ten and a half minutes, which was no great wonder, considering her tonnage.

The match on the following day seems fairer to our modern ideas. Lord Anglesey brought the *Liberty*, of forty-two tons, against Mr. Weld's *Julia*, of forty-three. The course was the same as on the previous day, and the *Julia* finished four and a half minutes ahead in a race sailed throughout in a stiff breeze. The match brought Mr. Weld the stake of three hundred guineas.

We think we have indicated the chief features of the early history of the Yacht Club at Cowes, its somewhat passive attitude with respect to yachting as a sport, its patronage of the local pilots and watermen, its processions in squadron two or three times annually round the Brambles or to Spithead, and the private matches among some of the more active of its members, which were eventually to result in the establishment of salt-water yacht-racing as an English sport. The other, and perhaps most notable feature of that early history, was the increasing importance of the summer meetings as social functions.

Some of this was due to the increasing prosperity of the club and to the social position of many of its new members; much of it, no doubt, to the patronage of the Royal Family. In 1819 the Prince Regent added very greatly to the success of the season by announcing his intention of visiting Cowes. He had projected a voyage in the *Royal George*, as we learn, along the southern coast as far as Plymouth, "but was so delighted with the beautiful scenery of the Isle of Wight, Southampton River, and the view of the New Forest, that he confined his cruise to a trip from Brighton to the Island." We have no very full account

of this visit, but we read in Kent's *Weekly Despatch* for August 15th how His Royal Highness "soon after his arrival received the compliments of most of the nobility and members of the Yacht Club"; how he gave a dinner in the evening on board the *Royal George* to "the Marquess of Anglesey, General Sir E. Paget, and some other private friends"; and how the excursion was made the occasion "for a new naval promotion to the rank of admiral of all post-captains made down to 1796 inclusive, ending with Captain Alexander"—unless, indeed, this was one of the well-meant but rather windy projects of the Regent which did not always bear fruit.

His Royal Highness was so pleased with Cowes that he took a cottage on the sea-front, the site of which is now occupied by the Terrace, and returned again as King in 1821. There is a much fuller account of the royal visit of 1821. It was an imposing flotilla which set sail from Portsmouth to convoy His Majesty in the *Royal George*, another royal yacht, the *Royal Sovereign*, two frigates, three brigs of war, three sloops, and the private yachts *Pearl*, *Louisa*, and *Falcon*, with their owners Lord Anglesey, Lord Craven, and Mr. Pelham, from the Yacht Club. The squadron sailed past Cowes in the early afternoon with a royal salute from the Castle, then occupied by Lord Anglesey as Governor of the island, tacked against a westerly wind a mile or two towards the Needles, and came back to an anchor off the royal cottage on the beach. "The ships of war as they passed manned their rigging, and the loud huzzas of the sailors as their different ships moved by were acknowledged by His Majesty, who took off his cap in the most condescending manner," as we read. "The steamboat from Southampton passed very close to His Majesty, and the ladies on board were quite delighted with a very near view of his person; they waved their handkerchiefs, and absolutely hung over the side of the vessel that they might see His Majesty as near as possible. His Majesty bowed to them. He is not sparing of showing his person, spending the greater part of the day on deck." It was a great day for Cowes, and an occasion on which King George

the Fourth's easy good humour appeared to some advantage. A month or two later came his royal brother, the Duke of Clarence, with the Duchess, and the Duchess of Kent. The Duke at this time had a son-in-law at Cowes, Lord Errol, who rented Egypt for some seasons.

It was a sure sign of the increasing importance of the club as a social institution that the prominent gentlemen of the Press in London found it worth while to attend the annual festivities at Cowes, and to favour their readers with their impressions. Among those gentlemen, who were the professional ancestors of the society journalists of our own day, Mr. C. Westmacott, the "Bernard Blackmantle" of the *English Spy*, was not the least eminent. Mr. Westmacott's productions bring amazing prices whenever they appear at Sotheby's to-day, prices which, we may hope, measure the value to collectors of the really excellent aquatints and wood-engravings by Mr. Robert Cruikshank which adorn their pages, rather than that of the appalling style of Mr. Westmacott's letterpress. It is the style of Mr. Pierce Egan, of *Boxiana*, and Tom and Jerry, in which the epics of the Ring and the Regency are recorded. Mr. Cruikshank came to Cowes and etched a very interesting plate of the club assembled on the sea-front containing the effigies of many members, which may or may not be accurate portraits, but to which unhappily there is no key. Mr. Westmacott also came more than once, and was wont to be very facetious about much that he saw.

He was there in 1825, for instance, and wrote some abjectly sentimental rhymes about "young hearts," and "Cynthia's beams," and "love's delicious hour," also a rather ingenious set of verses which introduced the names of many of the yachts in the roads at that time. He recorded, too, much would-be-familiar description of the company he professed to know on the Parade: Lady F. Leveson Gower and her husband "appeared too fond of each other to be fashionables"; Mrs. Corbett was "a splendid creature, a very divinity, my boy"; Sir George Thomas's daughters were "raven-haired Graces"; other ladies "stars of

the first magnitude in female attractions," who had "love-enkindling eyes," and were "diamonds of the first and purest water."

But among many pages of this sorry stuff we come across an occasional fact bearing upon our inquiry into the social progress of Cowes and the Royal Yacht Club. We hear of Lord Henry Seymour, eminent in all charitable uses at Norris Castle, and of Mr. Nash, the architect at East Cowes Castle, who were held to be the patrons on that side of the Medina. On the western side, "Messrs. Bennet and Ward were the absolute lords of the soil." Mr. Bennet was usually an absentee, we are told, but Mr. George Ward was a potentate, who dwelt in his own territory at Northwood, was acknowledged as king by his subjects, and, according to Mr. Blackmantle, owned "all the land, the manor, the people, and the steamboats." We hear how Lord Yarborough gave "a grand *déjeuner à la fourchette* to the Duke and Duchess of Cambridge at his mansion at Appledurcombe," when six hundred guests gathered in marquees under the cliffs and partook of a banquet which astonished even Mr. Blackmantle by its "elegant magnificence." We recognise the portrait of the landlady of the Vine Inn, who had presided over the cuisine of the early meetings of the club at that house of entertainment, "my old friend Mrs. Harrington, whose pleasant countenance, obliging manners, and good accommodation are the universal theme of every traveller's praise." We read of the three brothers Day, notable residents of the Cowes at that time: James, a gentleman of a distinctly convivial turn; Charles, the doctor, who later became surgeon to the club; and Henry, a lawyer of prodigious eloquence, who represented the town people in their conferences with the club over regattas, prizes, and the like, with much success.

We may trace, as we say, in these comments from the outside and others like them in the Hampshire papers, the progress of the Royal Yacht Club as a social institution and the efforts of the Cowes people to make themselves worthy of the patronage

THE ROYAL YACHT CLUB AT COWES, 1825

FROM THE AQUATINT BY R. CRUIKSHANK IN THE "ENGLISH SPY"

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which that progress brought to their little town. "We really believe," said the *Southampton Herald* in 1824, "that every scheme which human ingenuity can devise and labour accomplish is being carried into effect to render this highly favoured spot of the most alluring and attractive description." The evening promenade presented a "corruscation of beauty," and "an elegant steam packet had commenced its operations" in 1824. The *Herald*, which later was much less complimentary to the Cowes people, felt safe in that year to "fairly challenge any watering-place in England to compete with Cowes or to produce a collection of such brilliant stars of fashion as at present illumine our hemisphere."

To return to the sober prose of the old minutes of the Yacht Club, we find evidence of a steadily increasing growth and prosperity. The original forty-two members of 1815 had swelled in 1823 to seventy-one, with a further addition of 132 honorary members to the list. These latter gentlemen very obligingly suggested that they should pay a subscription of a guinea as an acknowledgment of the hospitality they enjoyed and appreciated, a suggestion which was accepted by the club in 1826. We learn that in 1824 the members of the club owned 5,000 tons of shipping, and employed 500 local seamen in their navigation. We read of the club adopting a recognised uniform in 1826, "a common blue jacket with white trousers, and to such as are not too square in the stern it is far from being an unbecoming dress. There were, however, some strange figures of gentlemen sailors at the Cowes Regatta, and they ought to have their pictures taken."

We read of long and earnest conferences about signal codes and ensigns; in 1821 they changed, for some unstated reason, the original white ensign and jack with a white burgee to a red ensign and burgee. In 1824 they added the letters "R.Y.C." and a crown and foul anchor to the burgee; in 1826 they changed the ensign to a jack with a white border without any explanation recorded in the minutes. The club was evidently feeling its feet as a recognised body of yachtsmen when it approached

the Duke of Wellington, and after an infinity of negotiation obtained the right of entry to French ports for the vessels of members; a privilege which was granted by almost all other nations as time went on—by the Netherlands in 1827, Spain and Russia in 1829, and by others later.

Greenwich Hospital, attracted by the growing importance of the club as a body of shipowners, demanded their due of *6d.* yearly from each vessel on the list; a demand which the club refused, and recommended the institution to collect the fee from each member individually. We read of increasing activity at the club meetings, of appointments of committees for different purposes, of stewards to preside over the regattas, or to act as masters of the ceremonies at the annual balls, which now began to be a feature of the regatta week. Finally, we note that by 1824 the club began to feel the want of a club-house, or a coffee-room at the least. A committee comprising Lord Yarborough, Mr. Hare, Sir G. Leeds, Sir G. Thomas, Mr. James Weld, Lord Grantham, and Mr. H. Perkins was appointed to consider the matter, and in 1825 reported in favour of the acquisition of the lease of a house on the Parade, the present Gloucester Hotel, where, accordingly, the Royal Yacht Club was first provided with a habitation. To meet the increased expenses resulting from the change, we may note that the annual subscription was raised in the year of removal successively to £5 and to £8, the entrance fee to £10, and the tonnage qualification for the boats of new members was raised from twenty to thirty tons. In the same year the club did honour to itself as well as to Lord Yarborough when it elected that nobleman as its first commodore, and Mr. John Ward, who as secretary had watched over the fortunes of the society from its beginning, retired from that post with the thanks of the members and a gratuity of £100, and was succeeded by Mr. Richard Stephens.

CHAPTER IV

THE FIRST SOLENT CUP RACES

1815–1826

THE elections of the few years following its foundation added many notable names to the list of the club. Some of these were prominent as yachtsmen in later years, others have better claims to remembrance in wider fields of action.

Among the latter we should rank Sir Augustus Paget, G.C.B., the second brother of Lord Anglesey, who joined the list with the *Union* cutter in 1817. Sir Augustus was one of the able diplomatists of the old school, who was in the midst of the great affairs of his time. He went to Berlin in 1794 as envoy extraordinary at the time of the abandonment of Holland, in order to call the King of Prussia to a sense of his obligations. Paget at that early period recognised and placed on record the eventual preponderance of Prussia in the German Federation. After varied services at Ratisbon, Naples, and Vienna, he in 1805 assisted in the organisation of the third coalition against Buonaparte, and it was he who reported its final discomfiture at Austerlitz in December of the same year. It was Paget's gloomy despatch recording that catastrophe the day after the battle which had so great a share in producing that fit of depression which ended in the death of Mr. Pitt.

Another of the Paget brothers elected in the same year was Admiral Charles, commander of the King's yacht, and hero of the following story:—

"Towards the close of the long French war Sir Charles Paget, while cruising in the *Endymion* frigate on the coast of Spain, descried a French ship of the line in imminent danger, embayed upon the rocks upon a lee shore, bowsprit and fore-

mast gone, and riding by a stream anchor, her only remaining one. Though it was blowing a gale, Sir Charles bore down to the assistance of his enemy, dropped his sheet anchor on the Frenchman's bow, buoyed the cable, and veered it athwart his hawse. This the disabled ship succeeded in getting in, and thus seven hundred lives were saved from destruction. After performing this chivalrous action, the *Endymion* herself being in great peril, hauled to the wind, let go her bower anchor, club hauled, and stood off shore on the other tack."

This anecdote appears as an inscription on a picture of the incident by Schetky, in the possession of the United Service Club, and Sir Charles's latest biographer, Mr. Laughton, discredits it, and wonders where Schetky heard it. Schetky was appointed marine painter to the R.Y.C., and as Sir Charles was one of the most prominent of the naval members, it is not difficult to guess at the source of the painter's information.

Another of the well-known seamen of his times was Admiral Sir Graham Hamond, a name which connects our own times with the stirring events of an earlier era. Although Sir Graham was a prominent member of the club for nearly half a century, and lived until 1862, he had entered the Navy as early as 1785, and held the rank of captain at the Battle of Copenhagen, in the first year of the nineteenth century.

Mr. H. Perkins, elected in 1819, was one of the great brewing firm, Barclay, Perkins, and Co., and a very notable collector of rare books during the great period of that craze, which was dominated by the Duke of Roxburghe and the club named after him. His library he left to a kinsman, Mr. Algernon Perkins, of Hanworth, Middlesex, who sold it by auction in 1873 for £26,000. A Mazarin Bible on vellum, which Mr. Perkins had bought for £504, then realised £3,400; and another copy on paper, originally bought for £195, sold for £2,690.

A little later, in 1821, came Mr. James Maxse, of Brislington, Somerset, another of the great figures of the hunting-field whom we shall find foregathering in the Solent. Maxse was one of the four members of the old club at Melton who always

lived together and were known as the Quorn Quadriliteral—Moore, Maher, Musgrave, and Maxse—and mounted on his famous chestnut hunter Cognac was a famous figure with the Quorn until about 1834, when he gave up hunting in consequence of his increasing weight. Mr. Maxse's yachts *Miranda* and *Sabrina* were noted vessels of the earlier days of the Solent yachting, and he with his friends Mr. Milner Gibson and Mr. G. W. Bentinck, elected a little later, with Mr. Joseph Weld, formed a group of active yachtsmen who carried on the earlier traditions of the club into recent times.

Lord F. Leveson Gower, better known as the first Earl of Ellesmere, was a younger son of the first Duke of Sutherland, who inherited a fortune of £90,000 a year from his uncle, the eighth Duke of Bridgwater. As a young man Lord Francis was known in politics as a Lord of the Treasury and Secretary of War in the Wellington Governments of 1828–30. But he is better remembered to-day as the enlightened patron of art and letters. He built a fine gallery in Cleveland Row, where he placed the fine collection of pictures which he had inherited from the Duke of Bridgwater, to which he himself added largely, and to which he freely admitted the public. His active benevolence, too, was greatly appreciated by a whole generation of artists and men of letters.

As Lord Ellesmere he will be remembered among yachtsmen as one of the early members devoted to cruising. In the *Owen Glendower* or the *Menai* he was often in the Mediterranean, and has left record of his cruises in a volume called *Mediterranean Sketches*.

Mr. John Mills, of the 1826 elections, is described by a contemporary as "one of the dandy set, although a tolerably good gentleman jockey." Lord William Lennox tells a story of him which seems to exhibit his personality very successfully. In the early years of the century he was often at Lambton, for the annual race-meeting for gentleman riders only, which was a notable function of that great house. On these occasions the details of the handicap for the following day were always read

out by Mr. Lambton, afterwards the Earl of Durham, at dinner when the ladies had left the room.

On one occasion when Lennox was present, after Lambton had read the list as usual, Mills exclaimed, "Absurd; I name the winner for £100, and will take short odds that Lambton's horses run first and second." There followed a dead silence, during which the host's face was a study. At length he became calm, and turning to the guest next to him, said, "William Lennox, I make you a present of the horse Mr. Mills has named first favourite; run him in your own name and select your own rider. I'll do the same to you," he continued, addressing Slingsby Duncombe, "with Mr. Mills' second favourite." Turning to Mills he said, "I accept the bet; make it £500 or £1,000 that neither of my horses which you consider so highly favoured is either first or second. We had now perhaps better join the ladies."

Everyone feared a duel, but Duncombe and others exerted themselves, and Lambton and Mills shook hands next morning at breakfast. Needless to add that the horses, though well ridden, were both hopelessly beaten.

The sixth Earl of Chesterfield is remembered as one of the leaders of that social expansion after the close of the Napoleonic wars, when the English aristocracy settled down to eat, drink, and be merry after a long period of national stress and anxiety. Lord Chesterfield was notable among a generation of prodigals. He had an unsuccessful career on the turf under the tutelage of Charles Greville, but his chief losses were at Crockford's and the gaming tables of St. James's. His banquets at Chesterfield House were the wonder of London, and his *chef* Delesis, as was said, had an European reputation and the salary of an ambassador.

We have mentioned Mr. Thomas Milner Gibson as one of the most capable and energetic of the cruising yachtsmen during half a century. He was elected in 1828, and lived until 1884, when he died the third senior member of the Squadron. Mr. Gibson in public life was one of those independent Liberals to whom the

country owes so much, a free trader in the early days of the movement, and a man of great weight in the House of Commons. It was his motion for a vote of censure upon Lord Palmerston's Conspiracy Bill which brought that statesman's Government down in 1858. Mr. Gibson had also a record of much useful work at the Board of Trade, of which he was President in 1846–8 and 1859–66.

His wife, who was a Miss Cullum, was a well-known leader in society, an advocate of mesmerism and spiritualism, and one of the last English ladies to hold a salon, which was frequented by the literary notabilities of the day and by the most distinguished of foreign exiles. Mrs. Milner Gibson stood sponsor to the sons of Charles Dickens, and men like Louis Napoleon, Mazzini, Louis Blanc, and Victor Hugo were to be met constantly at her receptions.

Mr. Milner Gibson was devoted to cruising, and eschewed racing altogether. He was one of the relatively few yachtsmen who could sail and navigate his own vessel, and the succession of vessels which came on the list in his name form quite a fleet of themselves. He was the last yachtsman to sail in the Mediterranean under a pass from the Dey of Algiers, and the fact is commemorated by a tablet in the English church at Algiers, at which port he died on board his yacht the *Resolute*.

The famous woods and grounds of Welbeck owe much of their present beauty to the fourth Duke of Portland, who was elected with the *Bothal* in 1826. He was the proprietor also of Newmarket Heath, which he much improved, kept many brood mares and a large stud, and won the Derby with Tiresias in 1819. The Duke was famous in his day for the success with which he transplanted large trees, and was often to be seen working in the trenches with his men.

The formation of the Yacht Club at Cowes was followed by no very remarkable changes in the character of the annual aquatic meetings, and it is quite clear that at first the club was merely a social gathering of those gentlemen who found Cowes a convenient summer resort, and regarded sailing as a pleasant

incident of their visit. The occasional matches between members which we have already noticed brought occasional interest to the meetings, but the regattas were at present innocent of all organised racing, and were confined to the contests between professional watermen and to the processions of the pilot boats, with an increasing number of private gentlemen acting the part of benevolent spectators.

This merely spectacular aspect of the club was only very gradually altered by the personal efforts of the few amateurs we have noticed as the pioneers of yacht-racing. The sweepstakes of 1819 between Lord Anglesey, Mr. Weld, and Mr. Baring, was only a foretaste of the contests which were later to make Cowes famous. In 1821 the season was enlivened by a match in which that energetic nobleman raced his famous *Pearl* round the island against Mr. Baring's *Hussar*, a schooner of 120, and beat her handsomely. But, as in former years, the incident of the regatta which most struck the reporters was the procession of yachts, under a commodore appointed for the day, round the Brambles Buoys, westward as far as Hurst Castle, and back to Cowes. There were twenty-seven yachts out in 1821 on the first occasion; on a subsequent day Mr. Challen led fifteen out to Stokes Bay in his *Eliza*, "where, after practising the new code of signals, they returned to Cowes Roads. People lined all the shores, and the day went off with considerable éclat," as we are assured by the *Herald*.

Simple exercises of this nature continued to be the distinguishing features of the annual regattas at Cowes for ten years following the foundation of the club. Each year the wants of members brought increasing employment to the local shipbuilders and sailmakers, but orders were given apparently with no fixed idea of producing vessels for racing, and with no arbitrary limits of size or particular rig. Owners then required large, comfortable boats, which might make an imposing appearance in the annual processions and at other times provide the floating equivalent of a very comfortable villa.

"They have all the accommodation of a house," said the *Southampton Herald* in 1824, "and are free from the inconvenience of a bad neighbourhood, for their site may be changed at pleasure. They have not only the richest, but also the most varied prospects. They are free from house duty and window tax, pay neither tithe nor poor rate, are exempt from Government and parochial taxes, and have not only a command of wood and water, but may truly be said to possess the most exclusive fishery of any house in England."

All these were advantages which no doubt commended themselves with due force to the early yachtsmen, and inspired the very placid proceedings which composed the yachting of those days, and there are probably yachtsmen of these times who are convinced that their predecessors were well advised in avoiding as long as possible the fierce joys of the ownership of a racing vessel. In any case, we find little variation in the prescribed proceedings of the Cowes regattas during the period we have mentioned. Season after season came round with the imposing but rather barren proceedings of the procession to the Brambles or Spithead and back; the benevolent patronage of the local contests between pilot boats and rowing galleys; and junketings on private vessels on a prodigious scale. There is a constant pæan from the reporters of the Hampshire papers and the London journals, like *Bell's Life*, who solemnly copied their eulogies a month or two later, upon the great advantages which accrued to the island and the southern ports from the distinguished patronage they received from the yachtsmen. But much of this was obviously interested, and there is little record of much progress of yachting as a sport.

Some of the commentary is quaint enough. The regatta of 1823 was the occasion of much rapturous writing by the *Southampton Herald*, which afterwards became the official gazette of the Yacht Club. It was "an enchanting exhibition," and "as rich a treat as the most prolific imagination could fancy." During the contest of the pilot vessels

"a most interesting spectacle occurred. The Royal Squadron, consisting of the *Royal George*, *Royal Sovereign*, and *Prince*

Regent, with their two attendant brigs-of-war, got under weigh in consequence of a signal from the admiral. It is impossible to describe the ecstasy with which they were seen moving gracefully through the immense fleet of vessels which covered the surface of these waters. Nor was this the completion of the treat; the squadron took a second time the same course, and after passing as close as possible to the shore, came once more to their respective berths. The effect which this unexpected and elegant manœuvre produced was electric. From 8,000 to 10,000 persons witnessed it, and we will venture to say that the most fastidious observer will be ready to admit that at this point the highest expectations were perfectly consummated."

Those 10,000 spectators of 1823 were surely very easily pleased. It was much the same in 1825; the papers were eloquent about the fineness of the company, the crowding of yachts to the roads, and their decoration with "signal flags and the colours of different nations," but upon analysing the various reports of the regatta we find little that relates to yachting as we understand it.

There was indeed some little promise of an added interest in 1825, when it was announced that one of the Thames cutters was coming to Cowes to sail against the best boats of her size. Thames yachting had already begun to attract the attention of southern yachtsmen, as we judge from *Bell's Life* of August of 1824, where it is mentioned that in a match for the Society's cup above bridge "two foreign boats, as they were termed, *i.e.* one each from Southampton and Cowes, were prevented from coming up the river from violence of wind." This was a meeting in which the largest boat was the *Comet*, of thirteen tons, and we may suppose that the "foreign boats" were much of the same size. It is an interesting paragraph as pointing to the solidarity of yachting as a sport which was to come later, and at a fusion of the two schools of the Thames and the Solent. This was carried a step farther when in 1825 the *Don Giovanni* issued a challenge to any boat of her tonnage. "The owner of the *Don Giovanni*," says *Bell's Life* for the 29th May, under the heading of Cowes, "has challenged to sail with any vessel near her tonnage at our annual regatta, which days are

WEST COWES IN 1823

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not yet fixed by the Royal Yacht Club members, from £100 to £250 a side. We trust of being able to get a competitor which will take the shine out of the out-and-outer *Don Giovanni*."

The competitor duly appeared in the person of Captain Lyons, who, it is said, built his boat, the *Queen Mab*, expressly to meet the *Don Giovanni*. Her appearance in the Solent is noticed by the *Southampton Herald* for July 16th: "The pretty little boat built by Captain Lyons to sail against the *Don Giovanni* made her first appearance this week, and from what we witnessed of her sailing, unless the *Don* be a very fast one, he will stand but little chance."

The visit of the Thames yacht at Cowes naturally excited great interest, and there was probably a good deal of disappointment when some scruples of her owner prevented the match taking place. This vented itself in some facetious remarks in the local Press: "Some few days since," says the *Herald*, "we have learned that *Don Giovanni* had set out upon his travels to meet *Queen Mab*, but whether by canal, coach, or waggon was undecided. However, the *Don* anchored in our road on Friday evening, and after taking a little view of the distant *Queen* who was to be opposed to him, it appears that the amorous spark grew faint-hearted, and like many a modern lover sickened at the very idea of being brought into close contact with the lady."

It seems that Mr. Davey, the owner of the *Don Giovanni*, after seeing the *Queen Mab*, expressed doubts as to her being within the limit of the twelve tons which he had named in his challenge as the size of the vessels he was prepared to meet. Captain Lyons immediately offered to bet £50 that she was within that tonnage, and that if she were found otherwise after the race, he would forfeit the stake of £200 in the event of his winning. Mr. Davey still refused to start, the *Queen Mab* sailed over the course, and the race was duly awarded to Captain Lyons by Mr. Stephens, the starter. It was an unfortunate ending between the representatives of the two schools of the Solent and the Thames, in which, however, the Thames

seems to have been entirely to blame. It is stated in the *Sporting Magazine* of the same month, August, that the two yachts met subsequently at Dartmouth, and that the *Queen Mab* won, but we have been unable to find further particulars.

There were not wanting critics, as time went on, to suggest that the annual meetings at Cowes were worthy of better things. There was a gentleman of the Press who wrote to a publication called *Sporting Annals*, who put on record some remarks about the yachting at Cowes which are in strange contrast to the eulogies of the local papers.

"The naval exploits of this club appear to be represented in a way little calculated to perpetuate their celebrity or to further some of the principal objects which ought to be connected with the institution. We have a right to presume that where so much wealth and splendour are wasted in production of first-rate specimens of naval architecture, the great object of so much competition must be to excel in the art of swift sailing, and yet we can gather no information upon the subject from the late evolution of the grand fleet at Spithead; on the contrary, this perfection would seem to be considered as an unnecessary appendage of those fanciful emblems of our wooden walls, and a squadron of English gabbards or Dutch drogers might as well have performed the manœuvres so pompously described as the fleet in question. To make this institution really useful and at the same time interesting as well to the amateur ashore as to the nation at large, for everything connected with naval tactics must be interesting to Englishmen, the perfection of the structure and the rigging of the different vessels ought to be described at the rate of sailing as compared with steam vessels and with each other; the comparison between vessels of this description and the swiftest of His Majesty's fleet, and above all whether as in other sciences either in this country, or in France, America, etc., has been lately progressing in the production of any new models for swift sailing, ought to be critically set forth and enlarged upon."

This critic signed himself "Trunnion," and though his style is not a model of clearness and things were certainly not as bad as he hints, his meaning is clear enough, and the rather solemn processions which moved his satire were perhaps fair game for his pen. As a matter of fact both yacht-building and yacht-racing were about to develop on the lines which

he appears to have thought so desirable, and that beneficial result, we believe, may be traced to the few unquiet spirits among the Yacht Club who remained unsatisfied with the placid manœuvres and the mild gaiety of the annual meetings at Cowes.

Chief among these were the few gentlemen we have already noticed as sailing private matches among themselves—Lord Anglesey, Mr. Weld, of Lulworth, and his brother James, Mr. Thomas Assheton-Smith, Mr. C. R. M. Talbot, Mr. William Baring, Mr. William Hare, Mr. D. Magniac, Sir Godfrey Webster, and a few others, including a few years later Lord Belfast. These gentlemen when not sailing at Cowes were accustomed to go with their vessels to other meetings down the coast—at Weymouth, Plymouth, Dartmouth, or Torbay—where local committees began to arrange regattas, of which these gentlemen from Cowes were the chief supporters. You may read many accounts of the races at these places in which the *Menai*, or the *Jack-o'-Lantern*, the *Charlotte*, or the *Lulworth* were competitors in early days before there was any organised racing at Cowes. There was a great fuss, for instance, at Plymouth in 1825, which provided material for a newspaper controversy during a twelvemonth, when Sir Godfrey Webster in the *Scorpion* scraped the awning of the mark-boat with the leech of his topsail in rounding her, and so disqualified his boat, though she finished well in front of the *Arrow*. In fact, it was more often at one of these local meetings than in the waters of the Solent that the big cutters which were being built were matched against each other, and their scanty annals record interesting in-and-out sailing by the noted boats of the owners we have mentioned.

We may suppose also that the ocean cruising, of which there is occasional record, was often undertaken as a relief to the somewhat monotonous proceedings at headquarters. Yachtsmen began to make all sorts of adventurous cruises—to the Baltic, the Mediterranean, and elsewhere—voyages which required good and seaworthy boats, and it was a common practice of some of the more enthusiastic to run down the

Bay of Biscay to Bordeaux, and on to Lisbon in order to stock their vessels with the wine for the season at Cowes.

Thus we hear at intervals during the first quarter of the century of an increasing number of the Solent yachtsmen sailing in broader waters, and may trace a constantly increasing taste for the pleasures of cruising. It is not surprising to find that amateurs kept pretty much to their own shores until Waterloo had cleared the political air; for although Trafalgar had established our naval supremacy beyond all question, the seas were not free of French cruisers and privateers until years after, and the war with the United States, in 1812, let loose a whole squadron of enterprising seamen, who were undesirable acquaintances for an amateur in a yacht with his wife and children on board in the Atlantic, however well found she might be, or provided with guns, as was always the case with the larger yachts. The few records of private cruising, therefore, before the close of the wars are of vessels like Lord Craven's full-rigged ship the *Grafton* or the *Louisa*, of 325 tons, sailing along the south coast anywhere between Dover and Plymouth, where his lordship was often reported "with his lady and three blooming daughters" on board; or of a yacht like Sir William Curtis's, well found for a sea voyage and under convoy of His Majesty's fleet to the coast of Spain.

Peace, however, threw the seas open to the amateur and provided the yachtsmen of those days with a new sensation of a freshness which it is difficult for the much-travelled Briton of these days to appreciate. In 1815 the indefatigable Sir William Curtis was off to St. Petersburg with a party of gentlemen from Ramsgate in "the noble baronet's yacht lately fitted up in a most elegant manner." The first year after the peace we read of Lord Craven sailing over to Cherbourg—no great voyage, it is true, but still a voyage very eloquent of a different state of things at sea from those that had prevailed for a whole generation. Later in the same year we read of his lordship at Bordeaux, and then at Cette, where he arrived after "an arduous voyage of six weeks and three days" from the former port,

"owing to heavy gales and long calms. The yacht proves to be a remarkably good one, and during her passage to Cette she had not two hogsheads of water on deck." We hear of Lord Craven later at Leghorn and at Naples.

Lord Yarborough, in his famous brig the *Falcon*, of 150 tons, and his ship, of 351 tons, of the same name, was another of the early cruisers who often made a voyage to the coasts of France and of Spain in the early summer, but was always back in time for the annual festivities at Cowes with the wine, no doubt, which was a feature of his princely hospitality at that place. Lord Willoughby de Broke took the *Antelope*, his cutter of sixty-one tons, to St. Petersburg in 1825, and gave a passage to the evergreen Sir William Curtis and to "Lieut. Frederick Harding, one of the cool and well-tried officers of the *Griper*, the ship so lately returned from the disastrous voyage of discovery under the command of that clever and enterprising officer, Captain G. F. Lyon," an echo of one of the Arctic expeditions which were so numerous during the first thirty years of the century. Then there was Mr. C. R. M. Talbot, who sailed the *Galatea*, his schooner of 179 tons, from Gibraltar to Cowes in six days, in January of 1828; and Lord Belfast, who sprung the mast of the *Louisa* off the coast of Holland in the same year; and many others, whose performances point to an increasing love for the open sea amongst the yachtsmen of those days. Indeed, we find the Government taking notice of the growing fashion of ocean cruising amongst amateurs in 1827 by ordaining "that all yachts belonging to the Royal Yacht Club which may arrive from time to time from the Mediterranean are to be treated in the same manner as His Majesty's ships of war, provided the usual quarantine questions are answered to the Superintendent satisfactorily."

From the modern point of view this taste for real sailing and real seamanship was a great improvement upon the tame proceedings of the ordinary summer yachting at Cowes. But we are inclined to date the great institution of modern yacht-racing as we understand it, from the year 1826, when the Royal Yacht

Club initiated the first of the Cup races at Cowes by presenting a Gold Cup of a hundred sovereigns, to be contended for by vessels belonging to members. Small cups had been the exciting causes of most of the races on the Thames since 1755, as we know, and the regatta committees of most of the southern ports had presented annual cups of small value, which, as we have seen, had yearly drawn the best of the Cowes yachtsmen to take part in what were really the only organised races open to them. The Royal Yacht Club was thus a little belated in its action in the matter, but there is little doubt that its decision to establish organised racing as one of the chief features of the Cowes regattas made the year 1826 an epoch in the history of yachting, and eventually established Cowes as the headquarters of salt-water sailing in this country. The general advantages and attractions of the place had already been exploited and developed by the shrewd inhabitants, and the club itself now lent its great social standing and influence to a branch of yachting which had hitherto been supported by much less influential bodies elsewhere. Its example was quickly followed by other bodies, the townspeople of Cowes, for example, and the ladies, and cup-racing from that year became the chief attraction of the regattas at Cowes and elsewhere. It had immediately the most potent influence upon the design and rig of yachts, and one has only to think for a moment of the great incidents which have from time to time centred in Cup races in both hemispheres to recognise the importance of the first race for the Gold Cup at Cowes, and its ultimate effect upon the sport of yachting.

In these circumstances it seems worth while to give at length the official programme of the regatta of 1826, which duly appeared as an advertisement in the *Southampton Town and County Herald* for the 10th July, 1826; also it presents some interesting conditions which governed the first of the Cup races held under the auspices of the Royal Yacht Club.

"To be sailed on Thursday, 10th August, 1826, by vessels belonging to the Royal Yacht Club of any rig or tonnage, a

GOLD CUP of the value of £100; to start at 9.30 a.m. precisely from off Cowes Castle, to go round a boat moored off Thorness Bay in the middle of the west Channel, leaving it on the starboard side, and to return leaving the buoy of No Man's Land on the starboard side, round the Nab Light on the starboard side, and back to Cowes, arriving at a vessel stationed there and which is to be passed on the larboard side. Vessels on the larboard tack to give way for those on the starboard, and any vessel running foul of another shall lose the race. Any disputes which may arise shall be decided by the Stewards or whomsoever they may appoint. Vessels to carry any sails they please being the *bonâ fide* property of the owners.

"Yachts intending to sail for this Cup must be named to the Secretary on or before 3rd August, to be at their stations at 9 a.m., and to pay £2 at the time of entrance.

"The second day will commence on Friday, the 11th August, by the review of the PILOT VESSELS belonging to the Isle of Wight. They will form a line off Cowes Castle at 10 a.m. and proceed to the eastward, round the West Black Buoy of the Middle bank off Norris Castle and the buoys of the Brambles, into Cowes Harbour, No. 1 taking the lead.

"The inspection will take place under the immediate orders of Admiral Locke, Thomas Hastings, and George Spain, Esq., sub-commissioner of Pilotage for this district.

"On the same day a sailing match will take place by vessels of all descriptions not exceeding forty tons, belonging to any port, to carry any sails they please, which the owners are at liberty to borrow. The stations of the respective vessels to be drawn for at the time of entrance, which must be on or before 4th August at the office of Mr. Richard Stephens, who will receive £1 entrance from each vessel intending to sail.

"The prizes will be as follows:—

To the first vessel in the last round, £30
To the second „ „ „ £20
To the third „ „ „ £12
To the fourth „ „ „ £8
Losing vessels, £2 each.

"This match will take place at 12 o'clock agreeable to the printed regulation, which will be issued in due time.

THE MOST NOBLE THE MARQUESS OF ANGLESEY
THE RIGHT HONOURABLE THE LORD YARBOROUGH
} *Stewards.*

"It is earnestly requested that no gentleman's yacht, hired vessel, or boat will attempt to cross the course, so as to

impede the sailing vessels, or interrupt the amusement of the day.

"The Annual Regatta Ball will take place at the Hotel, East Cowes, on Thursday, 10th August, and the dinner at the said hotel on Friday, 11th August, and a splendid display of fireworks on the same night at the Parade, West Cowes.

"RICHARD STEPHENS, *Secretary*.

"COWES, 21*st July*, 1826."

Such was the official programme of the first of the regattas with an authorised race for private vessels at Cowes, and the innovation was undoubtedly much appreciated. There was a meeting of the club on the eve of the race to settle all preliminaries, when the stewards had the gratification of considering a list of entries which included many of the crack boats of the year. There was Mr. Assheton-Smith's large cutter *Menai* of 163 tons, newly built at Cowes, "and from her commander's known skill," we are told, "and the superior tonnage of his vessel, much was expected." Another Cowes boat, launched a year earlier, was Lord Belfast's *Harriet*, also a cutter, of ninety-five tons. Mr. Joseph Weld's *Arrow*, built by Inman, of Lymington, was five years old, and already a famous boat, a cutter of eighty-three tons. There was less disparity in tonnage among the rest. Mr. J. L. Symond's *Emerald* was sixty-three, Captain P. Browne's *Dolphin* fifty-eight, Mr. Magniac's *Elizabeth* fifty-five, and Lord Darnley's *Elizabeth* forty-two tons. The *Menai* and the *Arrow* were the favourites, the first having recently distinguished herself at Plymouth, while the *Arrow's* sailing powers had been proved in many matches during the previous four years, and, as we learn, "bets were plentifully offered by the admirers of nautical sports on their success." It is interesting to note that the cutter had already established itself as the racing boat *par excellence*, as no other rig was represented in the seven entries for the first Gold Cup.

The boats were started by Lord Yarborough from the *Scourge* cutter, which lay at anchor just off the Castle. The competing vessels had previously taken their stations, and in the manner of those early regattas, slipped their moorings after the second

gun from the starter. There was a light breeze, as we are informed, and the boats carried "every inch of canvas they could raise, from a studding to a water-sail, and even a ring-tail. Mr. Magniac's *Elizabeth* took the lead, and kept it for some time in very gallant style. As the tide was coming into the harbour, the vessels kept as close in shore as possible: *Harriet* second, *Arrow* third, Earl of Darnley's *Elizabeth* fourth, the *Dolphin* fifth, *Emerald* sixth, and *Menai* last—a circumstance which arose from running her too close, as she is said to have been for a few minutes aground."

Such is the account of the first part of the race out to the boat in Thorness Bay. We need not perhaps follow all the details of the contest, which fell to Mr. Joseph Weld in the *Arrow*, who finished in front of the *Harriet* by three minutes. The *Menai* was a good third, and it was generally admitted that she would have won, as indeed she ought, but for the accident of running aground at the start. There was great enthusiasm, we are told, on the vessels coming in, "several of the King's cutters manned their yards, and some of the yachts fired a salute. Along the fence in front of the King's house carriages were drawn up filled with elegant females, and in the forecourt of the Yacht Club house the bluejackets were assembled in anxious solicitude to welcome the victor and present him with the Gold Cup, which was a splendid specimen of fine chasing and appropriate design, and reflected equal credit upon the good taste of the Stewards, the Marquess of Anglesey and Lord Yarborough, and the artist, Mr. Garrard, we believe, of Panton Street, Haymarket. Not a single accident that we heard of occurred during the time, although the bay and roads were crowded to excess." Thus was cup-racing inaugurated under favourable auspices at Cowes.

During many seasons the good people of Cowes had been solemnly lectured by the *Southampton Herald* on their social deficiencies and lack of appreciation of the fine company which was making their fortunes. There was a fine show of disinterestedness about the *Herald*, which was located so far away,

though Southampton certainly shared in the prosperity which yachting brought to the south; but the *Herald's* feelings were perhaps really touched when it pointed out the enormities of the management which kept the parade an inch deep in mud, allowed rowdy young persons of both sexes to mix themselves with the quality, and left holes in the roads in which peers of the realm tumbled at night. But it admitted very handsomely that the town had its complete forgiveness when the inhabitants, fired by the success of the race for the Gold Cup, subscribed among themselves a fund for providing two cups to be sailed for by yachts owned by members of the club.

"We are happy to perceive," said the *Southampton Herald* of the 2nd September, 1826, "that our advice to the Cowes people has at length produced the desired effect. One very strong instance of their sense of gratitude to their noble patrons of the Royal Yacht Club we have this day the pleasure of recording; and we have no doubt that thus stimulated and led on by a few superior spirits they will yet prove themselves worthy of the distinguished patronage with which their highly favoured port is endowed. . . . The subscription for the Cup is a truly noble one, and every way worthy of the respect they owe to the Royal Yacht Club. When we perceive the respected name of Mr. Charles Day at the head of their meeting we feel every security for the intentions of the donors being carried into effect."

The *Herald* thus took the town into its favour, but it hinted that it still kept its eye on the old cause of offence, and looked for better behaviour in the future.

The season of 1826 had been already made memorable by the race for the Club Gold Cup, and its interest had been prolonged by a match between the *Arrow* and the *Harriet* at the beginning of September. It now occurred to the Cowes people that this year of prosperity might be fittingly rounded off by a second meeting for the two gold cups which their subscriptions had produced. Their inquiries among members of the club as to the probabilities of the success of a second regatta were eminently satisfactory, and produced a list of entries for both cups which exceeded in number and influence that for the Club

Cup itself, which had been held a month earlier. It was decided accordingly to hold a second regatta on the 21st and 22nd of September for the Town Cups, one of 100 guineas for yachts belonging to the club only, but of whatever rig and tonnage; the second of fifty guineas, for boats not exceeding seventy tons. All vessels were to be restricted to three sails, "viz. mainsail, foresail, and jib, but yawls, luggers, and schooners will be allowed to carry their proportionate sails." The course for both races was "from a cutter moored off Cowes Castle and proceed westward, round a vessel moored off Newtown, and thence round the east Black buoy of the Middle, returning to the vessel off Cowes Castle, and pursuing this course a second and third time, leaving the vessels and buoy the whole of the course on the starboard hand." There was an entrance fee of £2 2*s.* in the first race, and of £1 1*s.* for the Fifty Guinea Cup, and all arrangements were entrusted to the club stewards.

The yachts which started for the Hundred Guinea Town Cup race on the 2nd September included all those noted cutters which we saw contend for the Club Gold Cup, with the exception of Mr. Assheton-Smith's *Menai*, and her place was quite adequately filled by the new *Miranda* of Mr. James Maxse, a cutter of 147 tons. The additions to that list were the *Giulia*, a cutter of 42 tons, belonging to General Sir W. Johnstone; Mr. J. S. Penleaze's cutter *Mary*, of 53 tons; Lord Deerhurst's *Mary*, a schooner of 75 tons; and Sir George Thomas's little yawl the *Eliza*, of 34 tons. It will be seen that, although the Town Committee had made a first attempt to bring vessels of similar tonnage together by excluding the larger boats from the second race, there was no hesitation among the owners of the smaller vessels in meeting the big vessels in the open contest.

This first race for the Town Cup was full of incident. We are told that the boats started with a fine breeze from E.N.E., and that in the first round Lord Deerhurst's American clipper *Mary* carried away her jibboom, and that Captain Browne's *Dolphin* sprung her mast, both vessels returning to harbour.

Of the rest the *Arrow*, in view of her previous performances, was the favourite, and "betted against the field" for large sums. There appears to have been an excellent race between her, the *Miranda*, and the *Harriet*. "The *Harriet* first took the lead, and bets were then in her favour; the *Miranda*, however, in the second round got first, and when the *Harriet* was second by standing too far southward in the strength of the tide, she suffered the *Arrow* to get ahead of her." We so far quote from the decorous *Southampton Herald*, which omitted, however, an incident with a very pleasant buccaneering flavour about it, which found a place in the columns of the *Sporting Magazine*.

"When only a few miles from home," says that journal, "the distance sailed being nearly eighty miles, including the tacks made by the different vessels, the *Arrow* had the temerity to cross the *Miranda* on the larboard tack, and had not Captain Lyons taken the helm just in time she must have been run down. As it was, the two vessels became entangled, and a scene of much violence took place from the excitement of the different crews, blows being exchanged. The gallant Sir James Jordan, who was on board Mr. Maxse's, had a narrow escape from a dreadful blow aimed at the back of his head by one of Mr. Weld's men with a handspike as the two vessels were touching each other. He avoided the blow by ducking his head, and hitting out right and left *à la* Spring, floored the rascal with such tremendous violence that Captain Lyons told me afterwards he thought he was done for. Finding, however, at the end of twenty minutes that the *Harriet* had got, by means of their falling foul, considerably ahead, the *Miranda* dropped astern as the only means of extrication, by which the *Arrow* gained nearly a quarter of a mile, notwithstanding which—such was the superiority of the *Miranda* as a sailer—that she passed her very soon and won the Cup cleverly."

The *Arrow* was second and the *Harriet* third. Altogether the race for the first Town Cup was memorable and exciting, and we read that large sums were lost upon it, long odds being offered and taken against the *Miranda*, whose first public performance it was.

All the smaller boats entered for the second day's race, both the *Elizabeths*, the *Dolphin*, the *Emerald*, the *Mary*, the *Giulia*, the *Eliza*. Lord Listowell's *Ann*, of 42; Mr. Hare's

schooner *Jane*, 65; Colonel Seale's *Lord of the Isles*, a yawl of 45; Mr. S. Halliday's *Lady of the Lake*, 42, of the same rig, were additions, and Lord Belfast was represented by the *Zoe*, a lugger whose tonnage we have not been able to ascertain. The race was won by Mr. Magniac's *Elizabeth* in a fresh east wind after the *Zoe* had got athwart the bow of the *Mary* and carried away her mainmast, the *Emerald* had carried away her boom, and three other boats had returned with various parts of their rigging missing. The following day the very successful second regatta at Cowes of 1826 was concluded by the match between *Arrow* and *Harriet*, in which Lord Belfast at last succeeded in beating Mr. Weld's boat, a match we have mentioned elsewhere. The whole proceedings were concluded with the function of the presentation of the cups to the winners, which took place after a dinner of the club, where the Town Committee attended for that purpose at nine o'clock in the evening. The Cowes of that day was fortunate in possessing a very eloquent inhabitant, who usually represented them on public occasions. "The inhabitants," we are told, "had very judiciously selected that well-known orator, Henry Day, Esqr., Solicitor, who in very fluent and superior language addressed the chairman and gentlemen present, more particularly Mr. Maxse, the winner of the large Cup, who on receiving it made a most eloquent and gentlemanly reply, and ordered it to be filled with champagne, and drank 'Health and Prosperity to the town of Cowes,' which was returned with great enthusiasm by the members of the club and committee." With that echo of an appropriate conviviality we close our account of the first Town Cup races at Cowes and of the regatta of 1826.

CHAPTER V

TYPICAL YACHTS, 1815–1830

IT might be convenient, perhaps, at this point to examine the type of vessel with which the first of the salt-water yachtsmen amused themselves, and to trace them, where possible, to the yards of the shipwrights from which they were launched.

These last were almost without exception the boat-builders of the southern ports, the more important of whom had been accustomed to turn out revenue cutters, frigates, and occasionally ships of the line for the Government; the lesser men pilot vessels, smuggling cutters and luggers, and fishing boats. The yards of these builders dotted the coast at irregular intervals between Ramsgate and Plymouth, and to most of them the fashion for the pleasure vessel brought a new prosperity. After the peace huge fleets of merchantmen no longer assembled for convoy to find employment for scores of local pilots, and changes in the taxation of the country which followed the conclusion of the great war brought changes quite as important in the flourishing industry of smuggling, an industry which had long supported the builders of cutters for the smugglers, and for the revenue officers whose duty it was to capture or run them ashore. Lord Dunraven records, in his admirable article on "Yachting" in the *Enclycopædia of Sport*, that it was no uncommon thing for a revenue cutter and a smuggler of a similar tonnage to be laid down side by side in the same yard, and that if the smuggler promised to turn out a flyer she was often bought by the Government at a high premium.

There is little detail of the earlier yachts to be gained except

from the auctioneers' particulars when in later years they came to the hammer. They were nearly all cutters of a moderate tonnage, so early had that convenient rig established itself as a model for small shipping for all purposes. It is difficult to compare vessels of to-day with those of a century ago, so often has the system of measurement been changed, and so completely has it been transformed. The method in vogue at the time we are considering was that in force under the tonnage laws in the mercantile marine, and was based on the supposed capacity of a given vessel to carry cargo. The measurement was expressed in tons burthen, and was in all cases arrived at by certain dimensions of keel and beam, which were held to represent the capacity of the hold. Some details, however, of actual dimensions of yachts appear in the auctioneers' catalogues of the early years of the nineteenth century, and may have interest for modern yachtsmen.

We find, for instance, that the *Joseph and Jane*, "an elegant pleasure yacht," for sale at Weymouth in 1812, was of 29 tons and 40 feet long. The *Frisk*, a gentleman's pleasure yacht for sale at Southampton in the same year, was of 26 tons, 36 feet long, and of 14½ feet beam. The *Mermaid*, of Cowes, built in 1810 and used as a packet between that town and Southampton, was apparently of the exact type of these pleasure boats. She was of 30½ tons, 40 feet 8 inches long, 14½ feet beam, and had a depth of hold of 7 feet 6 inches. There was little difference at this time, we imagine, except in the matter of fittings and appointments, between the packet, the pilot vessel, and the amateur's yacht. It was accordingly from the cutters of those days, boats from twenty to seventy tons burthen, that most of the early yachtsmen chose their pleasure vessels, with a few important exceptions which we shall notice as we proceed.

So much is quite clear from the list of the Yacht Club in the first year of its existence, where at length we find ourselves on firm ground. That list furnishes us with the names, rig, and tonnage of forty vessels. Of these we find that no less than

twenty-five were cutters. There were three yawls and five schooners, and a small class, quite apart, of square-rigged vessels, comprising two brigs and one full-rigged ship.

The popularity of the cutter as a pleasure vessel, which has lasted from that day to this, requires little explanation. The superiority of that rig for vessels of small tonnage had already been demonstrated by pilots, fishermen, smugglers, and revenue officers, and it was the rig of all others with which most Englishmen were familiar. A cutter gave a maximum of sail area with a minimum of weight in spars, required fewer hands for its management, and its capacity for sailing nearer the wind than any other rig was of great value for manœuvring in the narrow waters which most yachtsmen affected in those days. Its single defect—the fact that if it was dismasted every sail went overboard in a moment—was of little account with yachtsmen who were not often exposed to the risk of such disaster, and who, when they made long cruises, usually provided themselves with vessels of more than one mast.

The cutters of the Yacht Club of 1815 were headed by the Marquess of Anglesey's *Pearl*, which was an exceptional boat of 113 tons. We have not discovered where she was built, but she was a famous and very successful vessel in the early days of the sport, and her lines were taken into account in after years by most of the crack builders of the southern ports. The only other cutter of more than a hundred tons at that time was the *Atalanta*, 116, of Mr. John Fitzgerald, of whose performances, however, nothing is recorded. The other racing cutters of which we know anything in the first list of the club were the *Charlotte*, of Mr. Joseph Weld, and the *Elizabeth*, of Mr. Assheton-Smith, and as these were of 60 and 66 tons respectively, it is not surprising, in the light of modern experience, that the *Pearl*, a vessel of twice their measurement, usually got the better of them.

A yacht *Charlotte* was advertised for sale by her owner, Mr. Vassal, in 1826, and although her tonnage is there stated as 66, there is little doubt that she was the same vessel which

represented Mr. Weld in the club in 1815; in any case, her particulars are of interest as those of a typical cutter of middling tonnage of the early days.

"This much admired vessel of 66 tons was built under the immediate superintendence of Joseph Weld, Esqr.

"Her beautiful proportions and first-rate sailing qualities have commanded the unqualified approval of the most eminent naval architects. She is built of the most choice materials, is coppered and copper fastened, and exceedingly well found in rigging, sails, and stores, which are of the best quality.

"Her interior fittings are arranged on the most convenient scale, and present a main cabin 10 ft. 6 by 15 ft., 3 bed cabins, stewards' room, in which is a leaden cistern, store-room, and a comfortable galley for the crew. Her ballast, which comprises about five tons of lead and 25 tons of iron, is of the most expensive description, being moulded to the hold, thereby affording additional height to her cabin. The furniture is in the best style, and will be included in the purchase, together with her moorings as laid down in Lymington river.

"The yacht is lying off Mr. Inman's shipbuilding yard at Lymington. Any nobleman or gentleman desirous of joining the Yacht Club, and becoming the owner of a beautiful vessel in the highest style of equipment, will find the *Charlotte* in every way suited to his wishes."

The other cutters afloat in 1815 call for no special description, even were such available; few of them appear in the first records of racing, and they were all probably built for comfort and easy sea qualities, boats with a full bow and not over provided with sails, which were suited to the water parties of the Solent, and made a brave appearance on occasion in the annual manœuvres under the commodore. Among them, however, was the *Rebecca Maria*, of 76 tons, with which Sir William Curtis was accustomed to make the cruises to Spain, Russia, and elsewhere, which we have already mentioned.

The schooners in the list present no features of interest, except that they all belonged to noblemen and ranged from the *Fanny*, of 21 tons, of Lord Ponsonby, to the *Flying Fish*, of 74, belonging to Lord Nugent. The *Mary*, of Lord Deerhurst, however, is casually mentioned by one of the local

papers as an American clipper, which is not without interest in view of some later developments of yachting, in which an American schooner played a great part. The yawls of 1815 were small vessels under twenty tons, with the exception of Mr. Challen's *Eliza*, which was 44. The square-rigged vessels were Lord Craven's *Louisa*, a full-rigged ship of 325 tons; Lord Belmore's brig *Osprey*, of 224; and Mr. C. A. Pelham's brig, of 150, the first of the famous *Falcons*. The *Louisa* and the *Osprey* were devoted entirely to cruising, but the *Falcon* was an imposing vessel, in which her owner, afterwards Lord Yarborough, led and manœuvred the squadron, a purpose for which she was eminently fitted.

The establishment of the Yacht Club at Cowes was in one of its aspects the foundation of a school of naval architecture for small vessels, and its effects were soon apparent in the development of the cutter as a racing vessel. This was mainly the result of the sportsmanlike enthusiasm of a few members of the club, of whom the most prominent at first were Mr. Joseph Weld, Lord Anglesey, and Mr. Thomas Assheton-Smith. Lord Anglesey in the possession of the *Pearl* was for many years secure against the rivalry of the others who depended upon vessels of much smaller tonnage, and she remained unbeaten as long as her owner sailed her in the few matches of the early days. The real contests, therefore, lay between the smaller vessels, then represented by Mr. Weld's *Charlotte*, of 60 tons, and Mr. Smith's *Elizabeth*, of 65, in which the former gentleman was, as a rule, successful. In 1820 Mr. Smith, it would seem, was losing his faith in the cutter, and launched a yawl appropriately named the *Experiment*, a boat of 66 tons, which was not successful. In the following year Mr. Weld, who may be regarded as the prophet of the racing qualities of the cutter, appeared with the famous *Arrow*, of 85 tons, a vessel which was practically without a rival at first, except in the *Pearl*, of 30 tons superior tonnage. The *Arrow* was the product of Mr. Weld's own ideas of design carried out by Inman, the builder, of Lymington, and she long remained the

representative vessel of that yard, whose reputation she very successfully sustained against the builders of Cowes and Southampton and Hastings. Mr. Smith, in 1824, responded with the *Jack-o'-Lantern*, a schooner of 120 tons, but on the whole she only helped to demonstrate the superiority of the cutter as a racing vessel, and it would seem that he would have been better advised to keep to that rig, as indeed he virtually acknowledged two years later, when he returned to his early faith by launching the *Menai*, of 163. Lord Anglesey had confirmed the growing belief in the efficacy of the cutter as a racing boat by beating Captain A. Bacon's schooner *Hussar*, 120 tons, in a match round the island in 1821. Another large cutter was the *Miranda*, of 147 tons, built by Rubie, of Southampton, for Mr. James Maxse. Lynn Ratsey, of Cowes, launched the *Nautilus*, of 103, for Lord Grantham in 1825, and in the same year a very important recruit to the ranks of the owners of racing cutters appeared in Lord Belfast with the *Therese*, 121, from Joseph White's yard at Cowes.

By that year it is evident that the day of the large cutter had arrived, and Mr. Weld was perhaps the only yachtsman who still believed that a boat of moderate tonnage like the *Arrow* represented the highest capabilities of the rig. It is worthy of note that before the days of racing regulations, which limited the boats to certain sails which composed their ordinary rig, the cutters in racing succeeded in quite transforming themselves. Thus the *Pearl* and the *Arrow* hoisted square topsails and studding-sails until they appear in the prints like brigs or topsail schooners cut off in front of the mainmast. The large cutters of 1826 are thus noticed by one of the newspapers of that year :—

"Some years back a cutter yacht of thirty tons was a remarkable phenomenon ; a cutter yacht now of 100 tons is considered a small craft . . . and there are being built cutters up to 180. In these vessels no improvement that can be adopted is left out, and from hence it comes to pass that all revenue cutters that are considered fast vessels, the moment they encounter some of these fast yachts, are left far behind."

We have particulars of one of these large yachts of the middle period, the *Miranda*:—

"To give your readers some idea of her size," wrote Old Forester, in the *Sporting Magazine* for 1826, "I need only mention her being 147 tons; her main beam is 67 feet long, and in a wind in fine weather she can set 2,500 yards of canvas."

There is a curious paragraph also in a contribution to the *Magazine* in the same year signed "Nimrod."

"Horses lose their speed from various causes, as is also the case with ships, and their causes sometimes appear trifling. The builders of Lord Grantham's *Nautilus* told me that when she came out of dock she was as fast as the wind, but her mast being fished, as it is termed, to make it stronger, she became a dull sailer, and slow."

This was the *Nautilus* which in 1826 accompanied the *Pearl* and the *Arrow* in their match for £500, of whose performance we read the following particulars in the *Southampton Herald*:—

"The *Nautilus* in particular showed her qualities for sailing to be first-rate; indeed, it was quite evident that she was a faster sailer than either of the matched vessels, running ahead or dropping astern of them at the pleasure of her noble owner."

The *Nautilus*, it is certain, never afterwards distinguished herself as a racing boat.

The development of the racing cutter was much aided by the appearance of Lord Belfast in the arena. His *Therese*, which Joseph White had launched in 1825, was not as successful as her tonnage warranted, and in the same year as she appeared Lord Belfast opposed to the still generally victorious *Arrow* a cutter of more equal tonnage, the *Harriet*, of 96 tons. There was a great contest between these two vessels during three years, which, as we shall see in another chapter, went on the whole in favour of Mr. Weld's boat, though Lord Belfast, by means of careful selection of his sailing masters, was sometimes victorious. In the meantime the appearance of *Miranda*, the large cutter of Mr. Maxse, and the *Menai*, built by Ransom, of Hastings, for Mr. Assheton-Smith, appears to have converted both Lord Belfast and Mr. Weld to the virtues of the big boats.

In 1828 Inman launched for Mr. Weld the *Lulworth*, of 127 tons, and in the same year Joseph White the *Louisa*, of 162, for Lord Belfast. The history of yacht-racing for the next three years is a history of the contest between these two ardent yachtsmen represented by those vessels, and one or two other large cutters like the *Menai* of Mr. Assheton-Smith. Lord Belfast and Mr. Smith were ever ready to increase the size of their vessels by lengthening. Mr. Weld seldom did so, but if he found himself distanced by the increasing tonnage of his opponents, was equally ready to meet them with a new and larger vessel, as when he crowned the long struggle between his builders and theirs by launching the *Alarm*, of 193 tons, in 1830.

The evolution of the racing cutter was also much aided by regulations which followed the initiation of cup-racing at the regatta of 1826. In the race for the Town Cup of that year it was ordained that all vessels should be restricted to the natural sails of their particular rig, and the cutters were therefore debarred from the extra sails which had before been always employed when the weather permitted. The immediate result of these regulations was that the owners increased the size of their ordinary sails to an appalling extent, and shipped an equivalent of metal ballast in order to give their vessels stability. This ballast was manipulated every time the vessel went about, and its use necessitated the removal of most of the bulkheads and interior fittings of the yacht.

It was in the very year following the institution of the first Cup races—viz. in 1827—that an intelligent contributor to the *Southampton Herald* called attention to some of the evils of the new regulations and the practices they entailed. Writing of the Cup races, he says:—

"It is presumed that every gentleman having a yacht, more especially one calculated for fast sailing in the first instance, so equips her in every material as to render her as efficient as possible, or, in other words, to make the most of her in every respect to establish her reputation, so that in the event of his being disposed to enter the lists, he has nothing left to do but take his station. But the fair-play man who imagines

that thus equipped he is a fit competitor with the knowing ones—will find himself much mistaken and quite behindhand with those with whom he will have to contend. He must literally capsize his vessel from stern to stem to meet his adversary on equal terms. We will say it is determined the competitors shall sail under four sails only—mainsail, foresail, jib, and gafftopsail. Off goes the *Hebe* and *Flora* with their fair suit and well-set proportioned sails, next comes the *Harlequin*, *Dart*, and *Fly-by-Night* with their extra mainsails, boom, bowsprit, gaffs and gaff-topsails, and foresails, with head-sticks a full fathom long, and such a jib as never before was seen or heard of, extending from the very tip of the extra bowsprit to the cap at the masthead . . . in short, with a proportion of spars and sails fit for a vessel of at least twenty to thirty tons larger than themselves. The hull of the vessel is enwrapt in one winding sheet of canvas from the one extreme to the other, and wholly invisible, although said to be sailed under four simple and ordinary sails only, but has actually as much canvas spread as if she had every other auxiliary sail set she possessed.

"Next comes what the knowing ones call being 'cleared out' for the occasion, which is, having the principal bulkheads and lockers knocked down, platform up and put on shore with every sort of comfortable whatever, from the fireplace to the tea-kettle, to make room for the shifting of an immense quantity of ballast; so that, in truth, she is no longer the same thing, or under the same circumstances when thus sailed.

"This no doubt may be answered by saying every other is at full liberty to do the same; so unquestionably they are, if in the first place they choose to sacrifice their pleasurable pursuits for half the season, and in the next, can afford it. As we know, in some instances two or three hundred pounds would scarce set right this bedevilment, and perhaps the vessel in some instances never recovers from the unnatural distortion it has undergone to be thus sailed or forced through the water. This I imagine to be the main cause why so great a dislike to prize cup sailing has thus early arisen, and which, no doubt, has deterred many of the finest and most beautiful yachts from entering on these occasions, and which also, if not checked in due time, will soon diminish the great interest in yacht-sailing, more especially at Cowes."

The dolorous prophecies of this gentleman, who signed himself "Observer from my Crow's Nest on the Cross Trees," were destined to fulfilment in due season, but meanwhile the contest

between Lord Belfast, Mr. Smith, and Mr. Weld, and their respective builders continued merrily. The struggle was really left to those three. Other cutters were built as time went on, the *Owen Glendower*, 113, for instance, was turned out for Mr. West by Inman in 1828, but she and others, either from their inherent defects or from lack of will in their owners to impoverish themselves by transferring much of their substance to the shipbuilders, were no match for the *Louisa*, *Lulworth*, or *Menai*. Mr. Smith and Lord Belfast were adding to the length of their vessels each year; the *Menai* was lengthened by the bow by Rubie, of Southampton, in 1828, to 180 tons, and the canvas they all crowded was the admiration or the despair of yachtsmen of different schools. "Five or seven hundred yards of canvas in the jibs of cutters from 130 to 140 tons," said the *Southampton Herald*, in 1828, "is certainly something more than an ample allowance." The *Sporting Magazine* of the following year was equally struck by the spectacle of the *Lulworth* under sail. "The *Lulworth* had the most enormous jib I ever saw upon a vessel, reaching nearly aft to the mast, and when I say her bowsprit is fifty-four feet long and mast in proportion, you may conceive what it must have been. The mainsail also contained, I believe, 1,000 yards of canvas. I observed that the *Lulworth* had all hands sitting to leeward, which I have no doubt assisted in making her sails draw in light wind."

The general position of matters in yacht-racing, then, at the end of the fifteen years following the foundation of the club in 1815, was that all interest was centred in three large cutters sailed by men of great enthusiasm for the sport, an enthusiasm which was supported by fortunes which it is not given to the average yachtsman to devote to his amusement. There was no chance for smaller men or smaller vessels in the important races, and Mr. Weld, Mr. Smith, and Lord Belfast had the field entirely to themselves. This position in 1829 was very well defined by another contribution to the *Sporting Magazine*, which from those times began to be the depository for a great

deal of interesting information on the progress of the sport, and had already dropped the drearily facetious style of Mr. Pierce Egan and his disciples.

"I must commence by stating that although the Royal Yacht Club list contains upwards of 100 vessels of all sizes, yet there are only three that ever come together that are at all equally matched, as either of these can beat any other in the club easy. The owners of these three keep them expressly for matches, and spare no expense towards improving their sailing. The names of these cutters are the *Louisa*, Lord Belfast; the *Menai*, T. Assheton-Smith, Esq.; and the *Lulworth*, Joseph Weld, Esqr. Each of them has repeatedly won in different matches, and till this season it was a matter of doubt which was superior; but now it is evident that in a strong breeze both the *Menai* and the *Louisa*, from their larger size, forty tons more than the *Lulworth*, overpower the latter, and as by the new laws no shifting of ballast is allowed, Mr. Weld must, in my opinion, if he wishes to retain the challenge cup, increase his size next year.

"Mr. Smith and Mr. Weld both build on different principles, the former giving rather a full quarter, the latter an uncommonly fine one, which renders a vessel much more lively in a sea. The *Louisa* has been lengthened this year and will, I suspect, beat them both."

Mr. Weld was apparently of the same opinion as this contributor to the *Sporting Magazine*, for the following May he launched the famous *Alarm* from Inman's yard, a vessel which exceeded all cutters afloat at that time in tonnage, being of 193 tons burthen, a boat in which we see the final development of the large cutters of the early years of yacht-racing. The real merits of the *Alarm* were, perhaps, a little obscured by the misunderstanding which occurred between her owner and Lord Belfast, and prevented her meeting the *Louisa* as often as she might, and which is noticed elsewhere. But although she was eventually defeated by the *Louisa*, she was certainly the final result of the long struggle between the three gentlemen we have named to produce the perfect racing cutter. The conditions of those early contests left the owner with a large purse absolute freedom, and in a day when sail area and tonnage were not taken into account, or penalised in any way, it is obvious

that, design and seamanship being equal, the properly found vessel of the largest size must win. The *Alarm*, as we say, was the last and finest example of the racing cutter evolved in those conditions—conditions which were on the eve of an adjustment which ended the supremacy of such large vessels.

This narrowing of the interest of the chief racing events to the performances of the vessels of a few individual owners did not prevent a steady growth of the club fleet. The majority of members, we suppose, found the attractions of ordinary yachting more to their taste than the absorbing and expensive occupation of cup-racing. It is certain that such tastes were represented by the greater number of the yachts which one finds in the club lists of those days—that of 1826, for instance, to take a step of a decade from the foundation of the club. We there find that the vessels of the early list had more than doubled their number, and that there were eighty-four members who had yachts afloat in that year. The majority of these were still of the cutter rig, but the list contains the names of many notable vessels which are quite absent from the records of racing. Of some of these we are able to glean particulars from the local papers.

The most famous of all, perhaps, was the second *Falcon*, a full-rigged ship of 351 tons, with which, in 1824, Lord Yarborough replaced his brig of the same name. She was built for the commodore by List, of Wootton Bridge, near Cowes, and, as we read, "was launched on Tuesday last, June 10th, 1824, amidst a roar of guns and the hearty congratulations of the populace. She was christened by the accomplished Miss Hastings." "Her appearance under a press of sail was very noble," we are told, as she passed through Cowes Roads on a trial trip a few weeks later, "not unlike a twenty-gun ship of war. She never started a rope, but scudded gallantly on before the wind like an old sailer, giving His Majesty's frigate the *Talbot* quite enough to keep her company."

Lord Yarborough imitated a king's ship in other respects than the mere outward resemblance of his vessel. Although "her cabins and all her accommodations are upon a most

extensive scale, and fitted up with great taste and elegance," she was sailed under the strict discipline of a man-of-war. Lord Yarborough had a naval officer, Lieutenant Canon, as his chief officer, and a visitor to the vessel in the first year of her career noticed aboard "two young gentlemen in the uniform of the Royal Navy." She was manned by a crew of fifty-four "choice" hands, who voluntarily placed themselves under the martial discipline of these days. "The honest tars are so well convinced of the impossibility of being properly managed without due sense of the cat-o'-nine tails, that they voluntarily consented to its lawful application on board, and ere the *Falcon* left Plymouth Sound, all hands cordially signed a paper setting forth the usefulness of a sound flogging in cases of extremity, and their perfect willingness to undergo the experiment whenever deemed necessary for the preservation of good order."

There were some interesting particulars published of the *Scorpion*, the cutter of 110 tons, which belonged successively to Sir Godfrey Webster, Mr. R. F. Greville, and the third Lord Clonbrock, when Mr. Robins, the London auctioneer who was so famous for his literary advertisements, sold her from her own deck at Cowes in 1827. The *Scorpion* was built as a racing boat, but she appeared with only indifferent success against Mr. Weld and Mr. Smith in the earlier days. "The *Scorpion*," says Mr. Robins, "is acknowledged to be the most complete in the service, and carrying four brass guns 4- and 6-pounders, cutter rigged and 120 tons, clincher built and coppered. The fitting up is of first-rate order, including an armoury of fine rifles and pistols and cutlasses, all by an eminent maker, the distinguished owner having expended several thousand pounds, which, it will be seen, is laid out with an infinity of good taste and judgment."

It is difficult to guess at the reason for this fondness for armed cruisers, unless it was the expression of a sense of insecurity which years of war and privateering had left upon the minds of English yachtsmen. Saluting with guns was common in those days among yachts, but that compliment hardly re-

THE "PEARL," "FALCON," AND "WATERWITCH"

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quired 18-pounders. Cutlasses too, as we know, were sometimes used to cut away rigging when the boats of two keen sportsmen got foul of each other in an important race, but the fitting up of a complete armoury seems superfluous for such purposes.

The club list of 1826 contained an increased number of schooners, some of large tonnage, like the *Galatea*, of 179, belonging to Mr. C. R. M. Talbot, who was a consistent supporter of that rig until he adopted steam in the year 1866 in the *Capricorn*, of 418 tons. The *Transit*, of Mr. George Vernon, of 231 tons, and the *Unicorn*, of Mr. H. Perkins, 158, were other large schooners in the list of 1826. There was a single lugger, the *De Emmetje*, of 103, belonging to Lord Harborough, and the yawls, mostly of small tonnage, kept in favour with many yachtsmen who preferred to be without the embarrassment of the heavy boom of the cutter rig. But, as we have said, the cutter was in increasing favour among the majority of members, and those not only the devotees of the Cup matches. The Duke of Portland's *Bothal*, of 103, we take to be a type of the comfortable cruising cutter of those days. She was

"extremely commodious and very elegantly fitted up, though to the eye she is anything but handsome, somewhat resembling a Berwick smack. Her conveniences, I am told, extended to a pump of fresh water, rather an unusual appendage to a ship at sea."

The Duke of Norfolk's *Swallow*, of 124, as we read, "was superbly furnished and ornamented, amongst other things, with a profusion of glass."

To complete our survey of typical yachts of the first ten years of organised yachting, we may quote a few particulars of the *Altisidora*, of Mr. W. H. Saunders, as a specimen of the small cutter not built especially for racing.

"The *Altisidora* does not exceed 30 tons" (she was 28). "Mr. Saunders, her owner, took me on board; the after cabin made up two commodious sleeping-berths, besides little amenities for dressing, etc., and his main cabin, exclusive of his own bed cabin, would dine twelve people conveniently. No one, without going on board, would credit the great accommodation some vessels of this class possess."

We have mentioned incidentally some of the builders of the vessels we have described in the course of our inquiry, and it may not be inappropriate to add such further names as we can discover, and place them alongside with the vessels they produced. Joseph White, of East Cowes, and Inman, of Lymington, by reason of the patronage of two such enthusiastic antagonists in yachting as Lord Belfast and Mr. Joseph Weld, are the most prominent names among the shipbuilders of the early history of southern yachting. Joseph White was certainly an established builder of large business relations long before the fashion for yachting developed. In quite early days we read of him building vessels for the Government, the "beautiful cutter of 100 tons named the *Vigilant*, built for the service of the Hon. Board of Customs," for instance. "She is esteemed to be as handsome a model and correct lines as any vessel ever launched, and is one of that clinch-built class of cutters whose sailings and appearances have lately given so much celebrity to Mr. White's principle of cutter-building."

Another famous name in Cowes—that of Ratsey—was represented in the early years by Lynn Ratsey, who must not be confused with George Robins Ratsey, the sailmaker. Lynn Ratsey built the *Nautilus* for Lord Grantham, in 1825; the *Ariel*, of 71 tons, for Mr. T. Hallifax, in 1818; the *Corsair*, of 84, for Colonel Madden; the *Hebe*, 68, for Mr. Corbet, in 1828. There was a heated newspaper controversy by advocates of these two famous Cowes shipbuilders in 1833, when Mr. White's champion claimed him as the builder of all the fliers, and Mr. Ratsey's responded with an imposing list of nearly twenty cutters turned out from his yard in the years precedent to that date.

Another of the Cowes builders was C. Miller, who launched the *Dolphin*, a cutter of 58 tons, a vessel which was accepted by the Government as a typical cutter in some experimental inquiries which we shall notice later. List, of Wootton Bridge, was another island shipwright who enjoyed much fame as Lord Yarborough's builder. List was responsible for another large vessel, the *Harlequin*, of 292 tons, a ketch, afterwards

rigged as a brig, which he launched for Mr. G. Vernon in 1828. There may be an allusion to still another Cowes builder in the account of the launching of the *Leonora*, of Sir George Thomas, which, we are told, was "built at a considerable distance from the seaside, at the back of the town off East Cowes, and was drawn in her cradle from the place of her birth and launched amid the gaze of a vast concourse of applauding spectators to be rocked by Lady Amphitrite in Neptune's nursery." The *Leonora* was a lugger of 20 tons, and we have no other record of her builder.

Inman, as we have intimated, was the most prominent of the builders on the mainland, partly no doubt from his association with Mr. Joseph Weld. Rubie, of Cross House, Southampton, was another favourite who built many of the larger cutters, and often lengthened those of other builders, like Ransom, of Hastings. The proximity to Cowes of Southampton and its admirable estuary brought much business to its boat-builders. There was a yard besides Rubie's at Eling, as we gather. There is a very interesting paragraph in the *Southampton Herald* for June 3rd, 1826, which shows the importance of the yachting interest to the local builders.

"But lately Mr. Rubie was only known as the builder of small fishing vessels, until some gentlemen of the Yacht Club called forth his talent. We likewise paid a visit to a neighbouring yard up the Itchen, and were much pleased with the lines of another yacht on the stocks for Mr. Saunders, which, we are informed, was a first attempt of a young man named Blaker, and we do not hesitate to say that in our humble judgment she is the prettiest model we have anywhere seen, what sailors call a clipper, if not distressed with over-rigging and canvas. We saw no reason that Mr. Ensfield, like our friend Hulth, should continue the *megathauma*. We have been long since convinced that we could get a boat as well or better built for half the money than what Mr. Hulth sends forth under his vast patronage. No vessels have handsomer cut sails than the Itchen fishing boats, and if those men were employed by the gentlemen who build their yachts in Southampton water, which, we think, ought to be the case, there is no doubt but for their own credit they would turn out as handsome work as the Thames."

It would be of interest to compare accurately the cost of yachting in those days and in our own, if it were possible, but the great differences of measurement which have succeeded each other at intervals during a century seem to make that a counsel of perfection. Some particulars of cost, however, both of building and maintenance, appear from time to time in the newspapers which recorded the doings on the Solent, and it seems well that these, however scanty, should be quoted.

We are told by a contributor to the *Sporting Magazine*, who was on board the *Miranda* and the *Menai* in 1826, that those vessels which struck him with the beauty of their appointments "left little change out of £8,000 each." These yachts might be averaged at 150 tons each, and the sum named would work out at a prime cost of about £53 a ton. The same periodical in 1832 states that "a vessel of 100 tons seldom stands the owner in less than £5,000 to £6,000, varying, of course, from that to £1,000, according to the ornamental parts, internal fittings, and other contingencies." This would give an average of £55 a ton. The full-rigged *Falcon*, of 350 tons, is stated by the same authority to have cost £25,000, or £71 a ton, but the rigging of such a vessel would no doubt account for the increased figure over the first-named vessels.

The *Scorpion*, of 110 tons, as we learn on the good authority of Mr. Robins's advertisement of her sale in 1827, cost over £10,000 as a new boat, which is £70 a ton. The *Lulworth*, of 127, cost Mr. Weld £14,000, or £110 a ton, according to *Bell's Life* for August, 1829; and if that estimate is at all near the mark, we can well understand that that gentleman and Lord Belfast were reckoned to have each spent £30,000 on building alone during the contest which was more or less closed by the *Louisa* and the *Alarm*.

The prices of upkeep and maintenance depended then, as always, upon a variety of factors; but we are informed that the annual expense of the *Miranda*, which we may consider as a typical racing cutter of large tonnage, was £1,200. On the other hand, we are assured by the *Sporting Magazine* of

September, 1826, that "the expense of a vessel of 30 tons does not exceed a guinea a day," a remark made apropos of the cutter *Altisidora*.

Then, as now, the cheapest way of acquiring a yacht was to buy one second-hand. Captain Anthony Bacon sold the *Hussar*, his schooner of 120 tons, to Mr. T. P. Williams, in 1824, for 1,300 guineas, or little more than £11 a ton. It was said that the famous *Arrow* was offered for £5,000 after her defeat by *Harriet* in 1826, though she was not sold. But the Earl of Durham certainly made a bargain when he purchased Lord Belfast's equally famous *Louisa*, of 162 tons, for 3,000 guineas in 1833.

CHAPTER VI

THE CONTEST OF THE GREAT CUTTERS

WE saw cup-racing inaugurated at Cowes in 1826 in very successful circumstances, and in the following year we find all parties concerned promoting and extending this new and attractive feature of the regattas. In that year the Royal Yacht Club voted three Gold Cups of £100, £50, and £50 respectively; the town of Cowes enthusiastically renewed their subscription for the Town Cup, and it was further announced that the ladies had subscribed a purse of 250 guineas for a Challenge Cup, "to be sailed for annually until won by one member in three successive matches."

The season of 1827 was made memorable by the presentation of a Cup by King George the Fourth, to be sailed for by members of the Royal Yacht Club. This Cup was described as "a model of a good old-fashioned tankard, having the royal arms in front, surrounded by an oak wreath, and inside the cover a bust of the King." Lord Yarborough had been deputed by the club to wait upon King George "to solicit the honour of a prize to be sailed for on a given day. His Majesty, with his usual condescension, repeated his well-known attachment to the club, and was pleased to direct that a cup of the value of 100 guineas be sailed for by the yachts of the Royal Club annually on his birthday, the 12th August."

Royal patronage was thus early extended to cup-racing at Cowes, and the long series of Kings' and Queens' Cups which have provided the chief contests of the Cowes regattas dates from King George the Fourth's Cup of 1827.

The principle of the challenge cup is very well known in the

sporting life of to-day, but we imagine that its institution dates from the presentation of the Ladies' Cup in the same year. The ladies who subscribed for the first of these trophies should, we think, be mentioned. They were the Princess Esterhazy, the Duchess of Portland, the Marchionesses of Anglesey and Donegal, the Countesses of Darnley, Clonmell, Belmore, Listowel, and Belfast, Viscountess Kirkwall, the Ladies Ellenborough, Augusta Paget, Louisa Frampton, and Frances Leveson-Gower, Mrs. Fleming, Mrs. Nash, Mrs. Corbet, Mrs. Weld, and Miss Ward.

The Cup was open to vessels of any rig or tonnage, and was to be sailed for over the same course as the race for the King's Cup, from the Castle westward round a mark-boat at Yarmouth, eastward round the Nab Light, and back to the Castle. The member winning it took possession till the following year, when the trophy was deposited in the hands of the secretary of the club. If a year passed without a challenge, that year was to count to any holder of the cup as a match won. There was an entrance fee of £2, and like all the cups of those days, it was confined to the yachts of members of the Royal Yacht Club.

Cowes was enthusiastic over the promise of its regatta. We read of every lodging having been taken as early as May 19th, and the *Herald* grew more eloquent every week as it recorded the influx of fashion, the increasing number of yachts in the roads, the beneficent activity of Lord Belfast, who was acting as commodore during the absence of Lord Yarborough and the *Falcon* in the Mediterranean. The Ladies' Cup reminded the *Herald* of "the history of ancient times," and it opined that "the honour of receiving from the fair hands of the patronesses the splendid trophy of achievement would promote an emulation among the knights combatant." The King's Cup was to be "the rallying point, the pivot of attraction, and the royal bone of nautical contention." The splendid promise, indeed, of the regatta of 1827 moved the *Herald* to such emotion that it found prose inadequate to express its feelings, and it

headed its announcement of the great festival with nearly a hundred lines of verse, which we do not propose to quote.

It is worthy of note that a primitive system of handicapping was introduced by the club, when it restricted its two smaller cups to entries of vessels or yachts not exceeding seventy-five and forty-five tons respectively. For the rest, all the other Cup races were open events, and in the light of modern experience it is not surprising to find that the racing of the next few years resolved itself into a contest between a few of the larger vessels, like Lord Belfast's *Harriet* and *Therese*, Mr. Smith's *Menai*, Mr. Weld's *Arrow* and *Lulworth* and *Alarm*, and Mr. Maxse's *Miranda*. These vessels and some few others which were built a short time afterwards dominated all the racing of the first three years of Cup regattas, and a history of their struggles is a history of the first great period of yachting, the issue of which, as we shall see, was gradually narrowed down to a contest between Mr. Weld and Lord Belfast.

The first season's racing, nevertheless, gave little indication of the superiority of any one of these vessels. The open Club Cup fell to *Miranda* in a light wind, which beat *Therese* by nearly an hour, *Harriet* and *Therese* being much later, and *Arrow* an absentee.

The race for the first King's Cup, sailed on August 13th, was of more interest. The entries included *Miranda*, *Menai*, *Therese*, *Arrow*, *Scorpion*, and *Harriet*. The *Harriet* was early disabled by the loss of her gaff, but altogether the race was a fine one. There was a fresh breeze from the N.N.W., and the race was well contested.

"Of every race we have yet had," says the *Herald*, "this excited the greatest interest by the equal sailing of *Menai*, *Therese*, and *Arrow*, who came to the goal of decision neck and neck, the expectation varying every second in their favour."

The Cup, however, was won by *Miranda*, Mr. Maxse's cutter, of 147 tons, by four minutes and fifteen seconds from Mr. Smith's *Menai*, that yacht and *Therese* and *Arrow* being separated by only two and three minutes respectively.

The King's Cup was presented to Mr. Maxse by the commodore, and despatches as to the result of the race were forwarded to the King and the Duke of Clarence. The day concluded with a dinner given by Lord Yarborough on the *Falcon* to nearly one hundred members of the club, where, as we read, "the complete accommodation in every point and the hospitable hilarity of the commodore excited unbounded admiration."

The first race for the Ladies' Challenge Cup was between *Therese*, *Arrow*, *Miranda*, and *Harriet*, *Menai* having been withdrawn in consequence of an accident to her rigging. It was a well-sailed race over the King's Cup Course, in which the *Therese* won by two minutes from *Arrow*, which was followed at similar intervals by *Harriet* and *Miranda*. Lord Belfast thus became the first holder of the Ladies' Challenge Cup, which was "a beautiful font resting on a square pedestal, ornamented at the base with dolphins, and having as supporters of the font a Triton on one side and a Mermaid on the other, beautifully executed," and inscribed with the names of the lady donors.

The cutters again met in the race for the Town Cup, which, in deference to the wishes of the townsmen, was sailed over a course from Cowes round the Brambles twice, an arrangement which allowed of the whole race being watched from the town. We read of the *Harriet* of Lord Belfast winning from the *Arrow* by eleven minutes in a moderate breeze from the south-east.

The various meetings of these few cutters during the racing which closed with the Town Cup race proved how much depends upon the handling of the vessel and the weather experienced in each race. At Plymouth early in the season *Menai* had beaten *Harriet* and *Arrow*. In the Club Cup *Menai* was beaten by both *Harriet* and *Miranda*. The *Miranda* in the King's Cup beat the field, including *Menai* and *Therese*. In the Ladies' Cup *Therese* beat both *Miranda* and *Harriet*, and in the Town Cup *Harriet* was successful against all the

others except the absent *Menai*. This curious record of in-and-out sailing was continued at other local meetings. At Portsmouth the *Therese* won against *Menai* and *Arrow*, and at Southampton *Arrow* beat *Harriet* and *Therese*.

The last incident of the season was the sailing of a squadron of yachts, under command of Lord Yarborough in the *Falcon*, to Cherbourg, a complimentary visit to the French port, as we read, in acknowledgment of the courtesy of the French Government in admitting the yachts belonging to the club into French ports free of port charges. There were six vessels in all in the squadron, including the *Arrow* and the *Scorpion*, and the members had an opportunity of paying their respects to the Duchesse de Berri, who was at the port to see the launching of a man-of-war. Her Highness invited the members present on board a French frigate, where she expressed her delight at the attention paid her by the club and her admiration of the beauty of the yachts.

It is of interest to note that the second year only of organised cup-racing produced some animadversions on the whole institution, founded upon the great size to which cutters had been built, the hugeness of their sails, the practice of clearing out the bulkheads and platforms to allow of shifting ballast, and the great expense which all these practices entailed upon yachtsmen. Writers to the *Southampton Herald*, which was now the official organ of the club, inveighed against regatta-sailing altogether, and declared that if races were sailed in the open sea the evils would soon right themselves by the natural operation of wind and weather.

The season of 1828 repeated the arrangements of the previous year, and continued the rivalry of the large cutters. There were the three Club Cups, the King's Cup, the Ladies' Challenge Cup, and the Town Cup at the disposal practically of the owners of a relatively few yachts. These owners were recruited by Mr. Frederic West, for whom Inman, of Lymington, launched the *Owen Glendower*, of 113 tons. Among the others there was evidence of every intention to continue the struggle with re-

newed vigour. To this end Mr. Assheton-Smith lengthened the *Menai* at Rubie's yard to 180 tons, Mr. Weld discarded the *Arrow* in favour of the new cutter *Lulworth*, and Lord Belfast brought against the *Lulworth* his *Louisa*, of 162 tons.

The club, too, in 1828 put into force regulations of great importance to govern the regatta. These regulations eventually influenced the character of yacht-racing for cups very materially, and helped to bring to an end the overpowering preponderance of the large boats. The most important of them, perhaps, was the fifth regulation, which enacted that "No trimming with ballast or shifting of ballast be allowed, and all vessels to keep their platforms down and bulkheads standing to prevent the unnecessary expense that has heretofore taken place." No booming out was allowed, and each rig was restricted to its own proper sails. No member was permitted to enter more than one yacht for any particular race, a regulation which probably pointed at Lord Belfast, who in the previous year had sailed *Therese* and *Harriet* in several of the Cup races and had won with both. No handling of ballast was permitted within the twenty-four hours preceding any race, and a hand lead only was allowed for sounding. Vessels running ashore were allowed to use such boats and anchors as they carried in getting afloat again, but the receiving of any outside assistance, or the leaving of their own boats or anchors behind, disqualified them. It was also laid down that a yacht on the port tack should in all cases give way to one sailing on the starboard tack. Vessels were to start from moorings laid down at a cable's length apart with their sails set, and each vessel under 100 tons was obliged to carry a boat of not less than 10 feet long, and over that tonnage one of 14 feet. Finally, there was to be a member or an honorary member of the club on board each yacht sailing for a prize.

There was much curiosity as to the merits of the two new cutters *Louisa* and *Lulworth*, both of which had been disabled in preliminary cruises. The entries for the Club Cup on the 9th August included them both with the *Owen Glendower*, *Menai*, and *Miranda*. There was an unsteady wind, with

occasional squalls, and *Louisa* won by a miuute and twenty-one seconds from *Owen Glendower*. We read that she sailed the forty-eight miles of the course at an average rate of ten miles an hour. *Lulworth* was a minute later than *Owen Glendower*, and *Miranda* finished last. The victory of *Louisa* was exceedingly popular with the Cowes people, who regarded her as the representative of the island shipbuilding and the latest and finest production of the famous yard of Joseph White. There was much cheering and enthusiasm and saluting from yachts and batteries as she passed the winning-boat.

There were great doings, too, at the club on the eve of the race for the King's Cup, where the members entertained many visitors to dinner, and "with the noble stewards at one end of the table, and the Secretary at the other, ample justice was done to the thirteenth anniversary of the foundation of the club. The bumper toasts flew around to the King, the Duke of Clarence, the Royal Family, the Army, the Navy, the Thirteenth Anniversary of the Club Dinner, the Noble Commodore, etc., etc., and the animating flow of eloquence with which Lord Deerhurst in the happiest of good humour delighted the company, inspired the whole with a corresponding spirit, and the Cup of Conviviality and Good Humour and Wit kept its course until the Blacksmith of Night struck One on the Anvil of Morn," as the *Herald* poetically observes. "A short nap prepared them for Tuesday's scene, which is a subject for the Poet, and should be set to celestial music."

The race for the King's Cup of 1828 resolved itself into a match between the *Menai* and *Lulworth*, the former leading, until, in working towards Yarmouth, the breaking of the main halliards brought Mr. Smith's mainsail on deck. This gave *Lulworth* an advantage which she managed to keep until the end of the race, which terminated with one of the closest finishes on record. "The conclusion of the match," says the *Herald*, "was inexpressively exciting. Along the Parade, the Castle way, and the beach extending to Egypt an immense concourse, pressing to the nearest verge of the shore, bent

forward, trembling in doubt between *Menai* leading and *Lulworth* following so close that a dead heat was for many minutes expected. As they approached seconds seemed hours, and doubt eternal; touching each other, they came on to the very goal, when, like a well-practised racer, *Lulworth* sprang forward, and won by a second." We read that *Louisa*, which lost ground in starting, finished three minutes and six seconds after *Lulworth*, *Miranda* was a bad third, *Therese* fourth, and the rest did not finish. The second King's Cup thus fell to Mr. Joseph Weld.

The regulation of the club which limited owners to one vessel in a particular race did not apply apparently to the race for the Ladies' Challenge Cup. Lord Belfast entered both *Louisa* and *Harriet* in that of 1828, Mr. Weld being represented by the victorious *Lulworth*. The race proved a good one. *Lulworth*, it appears, "gained an advantage in making sail first, and in passing Cowes Castle to the westward was four minutes five seconds ahead of *Louisa*. At 2 hrs. 27 min. 42 sec. *Lulworth* passed the goal of decision, having gone the round, about fifty-two miles, in 4 hrs. 47 min. 42 sec., and beat her antagonist by two minutes thirty-three seconds, so that looking to the advantage of the other in starting, this trial only confirms the belief of the two yachts being as well opposed as any that have entered the list." The Cowes people were somewhat chagrined at the result, the *Lulworth* hailing from Lymington being regarded somewhat in the light of a foreigner, but on general grounds it was certainly no misfortune that the Ladies' Challenge Cup changed hands in the second year.

The race for the Town Cup of 1828 displayed some of the inconveniences of the new regulations as to starting. There was a long list of entries, which included *Miranda*, *Louisa*, *Menai*, *Harriet*, *Therese*, and *Lulworth*. These vessels were moored a cable apart, and *Miranda* having won the toss, took the windward berth, which threw some of her competitors nearly half a mile to leeward, with obvious disadvantage to their chances. The Cup nevertheless fell to the *Menai*, which finished

five minutes in front of *Louisa*, the *Lulworth* being third, thirteen minutes later.

The cup-racing of 1828 thus left the question of superiority of the large cutters in a very interesting condition. Lord Belfast with *Louisa* had beaten the field once, Mr. Smith had done the same with *Menai*, and both these vessels had been twice beaten by Mr. Weld's *Lulworth*. The sum of these results would seem to have proved *Lulworth* to be the fastest boat. Lord Belfast, however, was quite unwilling to accept any such decision, and challenged Mr. Weld to sail a match for £1,000 in the open water over a course from the buoy of the *Royal George*, near Spithead, round a vessel anchored three miles S.S.W. of the Owers light, and on to Cowes Roads.

This sportsmanlike offer was accepted with all alacrity by Mr. Weld, and the match duly took place on the 25th August in a good breeze from the S.E., "Admiral Shirley being on board the *Louisa* on the part of Mr. Weld, and Mr. Secretary Stephens on the *Lulworth* on the part of Lord Belfast." The betting was 100 to 80 on *Lulworth*. Lord Belfast, however, had the advantage of a famous helmsman in the person of Edward Clarke, "whose skill as a steersman is not surpassed, if equalled, by any cutter sailor in the kingdom." His lordship succeeded in beating the *Lulworth* by twenty-three minutes and so won the £1,000 stake. The *Southampton Herald* appeared to think that the superiority of the *Louisa* was established by this match, though as much might have been claimed by the supporters of the *Lulworth* in any of the races in which she beat the *Louisa*. The fact that this match took place in the open water was no argument in favour of *Louisa* as the better boat, for the reason that both she and *Lulworth* had been built to compete for the cups, all of which were to be sailed for over courses which were fixed beforehand to take place in the more sheltered waters of the Solent Sea. Lord Belfast was not quite so confident of the superiority of his vessel, for we read of his determination just a week after

the match, to send *Louisa* into harbour at Cowes to be lengthened by the bow.

Altogether it would seem that the season of 1828 was a memorable one for Cowes. The Sunday before the Town Cup the town was honoured by a visit from the Duke of Gloucester, the first of the Royal Family who had given a vogue to the place by taking up his residence at the place. His return after an absence of fifteen years was much appreciated by the inhabitants. He honoured Mr. Ward with his presence at dinner at Northwood Park, where the Duke of Norfolk, the Earl of Belfast, and other gentlemen of the club were invited to meet His Royal Highness. A feature of the Duke's visit was the saluting with which he was greeted, both afloat and ashore. Upon a signal from the Vice-Commodore, Lord Belfast, all yachts which were provided with guns fired a royal salute. Ashore we read that "the Secretary's little battery did ample justice to the occasion, and an excellent display of gunnery was given on the club-house green, where a regular salute at fifteen seconds interval was fired with two guns manned by Lord Deerhurst, Captains Walpole, Corry, Freemantle, Eden, and John Campbell, Esqr." With two muzzle-loading guns only this strikes one as a smart performance. The Duke by his presence added importance to the function of the presentation of the Town Cup, which took place on the green of the club-house. The Cup was here placed upon a table "surrounded by the Town Committee, all the members of the club, and a great portion of the townsfolk and visitors." Mr. Henry Day, "whose eloquence has so often excited our admiration," says the *Herald*, "was deputed by the Committee to present the Cup, and acquitted himself in the happiest style."

We shall see that in 1829 the rivalry between Lord Belfast, Mr. Smith, and Mr. Weld became so keen as to lead to some regrettable incidents. This rivalry spread to their crews, who were not always under perfect control, and were apt to assert their feelings whenever an opportunity, such as the fouling of two vessels, presented itself. Both parties to the disputes

found champions in the local papers, and altogether the year 1829 was memorable in the history of the early racing. The records of the actual racing are not so complete as in previous years, and their place was taken by prodigious controversies in the papers over the disputes we have mentioned. Those disputes were not very serious in themselves, and were in the main little more than a rather exaggerated expression of the really sportsmanlike feelings which inspired Lord Belfast and his famous antagonists. They were not confined to Cowes and the club, however, but they agitated the quieter circles of some of the local regattas, and as they undoubtedly resulted in the ultimate decline of the fashion of the great racing cutter, they claim notice here.

Lord Belfast first met his opponents at Southampton on the 31st July, where in the race for a Ladies' Cup round the Brambles *Louisa* beat *Lulworth* by three minutes and a half, and *Menai* by seven minutes.

The next meeting was at Cowes, where in the race for the £100 Club Cup on the 3rd August, although the prize fell to *Menai*, the *Louisa* seems to have asserted her superiority over both her competitors, a superiority which was in some measure due, no doubt, to the reconstruction and lengthening she had undergone during the previous winter.

"In the first four miles she gained four minutes on her rivals, but in gybing round the station vessel carried away her gaff and passed through Cowes Roads under foresail and jib only, in which state she ran for half an hour before she could reset her mainsail and topsail. Notwithstanding all these disadvantages, she was only three minutes and fifty seconds behind *Menai*, and finished nearly four minutes ahead of the uncrippled *Lulworth*."

The real interest of the regatta, however, was again reserved for the three races of the second week—the King's Cup, the Ladies' Challenge Cup, and the Town Cup—and it was in connection with an incident of the first of these that the rift in the lute to which we have referred was first noticeable to the public. *Menai*, *Louisa*, and *Lulworth* had the match to themselves, as usual, and started in a light wind from the S.S.W.

round the Nab. They all sailed the first part of the course practically abreast, but in going westward *Menai* ran aground off Gurnet and left the race to *Louisa* and *Lulworth*. These boats both rounded the boat off Yarmouth within a few seconds of each other, and *Louisa* eventually finished six minutes ahead of *Lulworth* at half-past ten at night, just as the roads were a blaze of light from the fireworks displayed in honour of the King's birthday. The fireworks of several previous regattas had been spoiled by rain, but in 1829 they seem to have had a most effective display both afloat and ashore. "All the yachts were illuminated with blue lights, producing an effect of almost inimitable grandeur," says the *Herald*, now called the *Hampshire Advertiser*. "The yards, the gunnel, and the bowsprit had the lights placed in a line along them and gave a complete and picturesque view of the vessel. Then followed rockets, wheels, serpents, etc., and the Parade was illuminated by a beautiful display of pieces by the club's pyrotechnical artist, Jones, whose exhibition excited universal approbation from as numerous an assemblage as ever was collected on and around our Parade." The display was then taken up a second time by the yachts, which fired a succession of rockets until Lord Yarborough fired a gun, which was the signal for another display from Mr. Jones. These festivities succeeded the club dinner, which took place in a marquee or awning on the lawn in front of the club, and the day seems to have been a complete success with the important exception of the race for the King's Cup itself.

There was, it is to be feared, a good deal of heart-burning on board both the *Louisa* and the *Lulworth* as they came into the harbour. In the first place, the race had been a slow one, and Lord Belfast and Mr. Weld had both missed their dinners. The latter gentleman at once protested against the Cup being given to *Louisa*, and proceeded to state his grounds for the protest.

"The *Lulworth* on her last larboard tack on arriving at Cowes was on the eve of luffing to the goal of decision when the *Louisa* on the starboard luffed to the wind, caught the after-cloth of the *Lulworth's* mainsail, the latter vessel heaving the *Louisa*

round with her. As contrary to custom as it was expected, the *Louisa's* crew from the bowsprit cut the earing of the *Lulworth* from the boom as well as her reef pendent; the latter consequently, from being thus disabled, was a few minutes after the other."

The point was submitted to the stewards, who gave their decision in these words:—

"We are of opinion from the information that owing to the *Lulworth* having tacked so close on the lee bow of the *Louisa* when she had from the lightness of the wind no prospect of weathering her by crossing, the Cup is awarded to the *Louisa*, but we are of opinion that the use of axes was unjustifiable and unnecessary from the circumstances of there having been neither risk nor danger."

Louisa thus won the King's Cup for 1829, but the incident as adjudicated by the stewards was by no means settled, and its echoes were to be heard in almost every fixture of the season. It is impossible, and indeed superfluous, to weigh the merits of the disputes which followed. Lord Belfast would seem to have been a rather masterful personality, and there followed some acrimonious passages in the club-room. His lordship was heard to declare that "in the event of any vessel on the larboard tack attempting to cross him when on the starboard tack, if he had it in his power, he would cut her in two." Mr. Weld and Mr. Smith both replied by announcing their intention of not sailing in any race in which his lordship had a boat entered except the Challenge Cup of the ladies, which they had no intention of leaving to him. His lordship replied in the columns of the *Hampshire Telegraph* that he was very glad to hear it. The incident, as we say, dominated the rest of the season, spoiled the racing for the Town Cup, and led directly to an unpleasant affair at the Portsmouth Regatta a few weeks later.

There are very meagre accounts of the later events of the Cowes Regatta, but we learn from the *Sporting Magazine* for September that protests and dissensions attended the race for the Ladies' Challenge Cup on the 14th August. Mr. Weld began by protesting against the alteration in the rules which

prevented the shifting of ballast on the ground that, although the club might make any alteration in their own rules for their own Cup races, they had no power to alter the original regulations under which the presentation Challenge Cup had first been sailed for and won, and added that he claimed to shift his ballast in the race if he thought fit. We are not informed as to the result of his protest, but we imagine that the Cup was sailed for under the existing rules. Anyway, *Lulworth*, *Menai*, and *Louisa* again met, and the race was followed by another appeal against *Louisa*, who came in first. Mr. Weld in this appeal was successful, and the Cup was awarded to *Lulworth* on the ground that *Louisa* had "got on board the *Menai*."

"On no former occasion," said the *Hampshire Telegraph*, "have the claims of the several winners to the respective cups been so much disputed, a circumstance from which is painfully predicted a disturbance of that cordial feeling for which the club has been distinguished, and to which in a great measure is owing the high reputation it is arrived at."

The disputes had nothing to do with the club, as such, of course, but the *Telegraph* was certainly right with regard to the great plenty of protests and disputes. We have few particulars of the race for the Town Cup, but such as they are they point to a continuance of friction. It is quite clear that Mr. Smith and Mr. Weld had carried out their declared intention of not entering their yachts to meet Lord Belfast, for the races between the big cutters which had hitherto been the chief interest of the Town Cup were certainly replaced by a minor attraction, when we find Lord Belfast protesting against the Cup being awarded to Mr. Garth's *Eliza*, a yawl of only 32 tons, on the ground that she had not sailed the proper course. The Cup was awarded to the *Louisa*, which finished second.

So ended the Cowes Regatta of 1829 in an atmosphere of strife and dissension, every point of which was again revived and thrashed out in acrimonious newspaper articles when the Portsmouth Regatta came round, and produced the most unpleasant incident of the whole unpleasant season.

This, again, was the direct result of Mr. Weld's and Mr. Smith's repugnance to meet Lord Belfast in any yacht race after that nobleman's declared wish of being able to catch their vessels crossing his own when on the starboard tack, and of cutting them in two. The *Menai*, *Lulworth*, and *Louisa* were all entered for the Gloucester Cup Race at Portsmouth Regatta, which was fixed for Thursday, August 20th. Mr. Weld and Mr. Assheton-Smith, however, wrote to the Committee of the regatta withdrawing their vessels from the race without giving reasons, though it was known perfectly well that this decision was a direct consequence of the misunderstanding which arose out of the fouling of the *Lulworth* and the *Louisa* in the race for the King's Cup, and of Lord Belfast's subsequent remarks at the club. Most of the smaller boats from Cowes which had entered also withdrew, on the ground that there could be no fair race between them and *Louisa*.

Upon the withdrawal of these yachts, Lord Belfast, as he acknowledged in a letter to the Portsmouth paper later, canvassed among his friends in the club, and induced them to enter certain yachts for the Cup in order to make a race. These were *Blue Ey'd Maid*, of Mr. Lyon, of 50 tons, and the *Neuha*, of Mr. Saunderson, of 49. The *Hebe*, 68, of Mr. A. Corbet, was one of the original entries, and her owner knew nothing of any trouble connected with the fixture. The conditions of the race required four vessels of forty tons or over at the starting boat, otherwise there was to be no race. The Committee accepted these later entries, but on the day before the race wrote to Lord Belfast asking him to withdraw *Louisa*, on the ground that the other big vessels having withdrawn, there could be no race between a vessel of her tonnage and the other boats entered. Lord Belfast refused, and duly appeared with the *Louisa* at the starting boat with the three smaller cutters. So far, it would seem, his lordship had acted quite within his rights, and there was nothing improper in his soliciting his friends to enter their boats in order to make a race after the others had withdrawn.

Indeed, his action in that respect was practically endorsed by the acceptance by the Committee of those entries.

The real difficulty began at the start. The stewards very arbitrarily, as it would seem, endeavoured to prevent the *Louisa* from sailing by returning Lord Belfast's entrance fee on the very morning of the race. After the gun had fired, and at the moment that the yachts were leaving their stations, Lord Belfast launched a boat, gave the coxswain the money for the entrance fee, and directed him to redeliver it into the hands of one of the Committee The Committeemen all refused to take it. His lordship called out from the deck of the *Louisa*, ordering the man to throw the money on the deck of the starting-vessel. This was done, the boat returned to the *Louisa*, was hoisted in again, and the vessel started after the other three, which she soon overhauled.

Such were the unpromising incidents of the start for the Gloucester Cup at Portsmouth, but the situation was much complicated by the behaviour of the *Neuha* and the *Blue Ey'd Maid*, which followed. The start had been made at 2.25 ; at 2.55 the spectators were amazed to see the two yachts haul their wind and stand over for Cowes, thus leaving the course and the race to *Hebe* and *Louisa*. *Louisa* finished first ; indeed, *Hebe* having run aground, did not get in till half an hour after midnight ; but the stewards took no note of the arrival of the *Louisa*, and Mr. Corbet put in a claim for the Cup. The stewards withheld the prize, and called a meeting of the Committee to consider the matter on the 23rd August.

On that day these gentlemen met at the Old Town Hall, Portsmouth, with Sir Robert Stopford in the chair, and passed unanimously a resolution—"That the match for the Gloucester Cup was not fairly run, as no two vessels started with the intention of going round the course, as was evidenced by the tardy manner in which the *Neuha* got under weigh, and, further, by the extraordinary manner in which that vessel and the *Blue Ey'd Maid* quitted the course and proceeded to Cowes, one of them hauling down the racing-flag and hoisting the Yacht Club

burgee; connected with further information, and therefore the Cup shall be retained for another match."

The Committee undoubtedly acted very stupidly throughout. It was quite certain that two vessels at least meant to sail the course, otherwise they would not have finished, and they appeared to realise the weakness of their logic and of their position generally, for they called a meeting of subscribers for the following Monday, in order to confirm their resolution of the previous Saturday, which was quoted as charging Lord Belfast and the owners of the *Neuha* and *Blue Ey'd Maid* with "collusion." In a letter to the meeting Lord Belfast defined his own position perfectly:—

"GENTLEMEN,—I drew my station, No. 1, by your aquiescence, I sailed the course marked out, I arrived first at the goal of decision, and I therefore claim the Gloucester Cup, having complied with all the regulations.

"I am, etc. etc., BELFAST."

It appears that there were only six subscribers present at the meeting, and these gentlemen decided to refer the matter back to the stewards, who, under the regulations of the regatta, "had the power to adjudge the prize to whomsoever they pleased," and so declined altogether to enter into the merits of the question. The stewards — Admiral Stopford, K.C.B., General Sir Colin Campbell, K.C.B., Captain Cheetham, R.N., and Captain Atkinson, R.N.—duly met and awarded the Cup to Mr. Corbet.

We have relied in our account of this unfortunate incident chiefly upon the comments of the local papers, of *Bell's Life*, and the *Sporting Magazine*, and we may conclude the matter by giving a letter of Lord Belfast written to the *Portsmouth Herald*, which gives his own side of the question:—

"COWES, *2nd September*, 1829.

"SIR,—The remarks you are pleased to make use of in alluding to my letter of Monday last require no comment from me further than a statement that I was not aware of Mr. Weld's and Mr. Smith's intention of not contending with my yacht any more on account of the declaration made use of by me in the Royal Yacht Club House.

"I sincerely rejoice such is their determination, as it will most effectually prevent the probability of my declaration ever being carried into effect, for in matters of this nature I have found it necessary, however unpleasant to my own feelings, to act as I have been acted by.

"As far as regards the cutting of the earing of the *Lulworth's* mainsail, it is unworthy any further observation. I agree most cordially with the stewards that cutting away is unnecessary and unjustifiable except where danger is to be apprehended, but those who set an example should be the last to find fault when others follow it.

"With respect to the Gloucester Cup one observation alone is requisite, viz. that if having entered my vessel for weeks previous to the regatta, if, on the other vessels withdrawing their names, my having solicited others to fill their places, if my having on all occasions entered two yachts for the Portsmouth Regatta, if having put myself to very considerable expense to try to win the Gloucester Cup and having always used my best endeavours to promote sport is 'collusion,' then I must plead guilty.

"But at the same time I beg to assure the stewards of the Portsmouth, Portsea, and Gosport Regatta that if it be collusion they shall never have to accuse me of an error which anxiety to promote this amusement has in this instance unintentionally led me into.

"I now take leave of this unpleasant subject and conclude by assuring you that I intended nothing in my last letter discourteous to you as Editor, and that whatever remarks this letter may call forth shall, as far as I am concerned, remain unnoticed and unanswered.

"Your obedient servant,

"BELFAST."

So ended the racing season of 1829, a season which had brought unpleasantness to the chief representatives of the yachting of those days and left a permanent mark upon the fortunes of the early sport. One of the most unfortunate effects of the misunderstanding was soon apparent in the announcement that Mr. Assheton-Smith intended to retire from the contest and to sell the *Menai*. He had launched that year a cutter of much smaller tonnage, the *Matilda*, of 44. The *Sporting Magazine* for September announced that "Mr. Smith has determined to take his future aquatic excursions in a steam vessel of extraordinary power, directions for the construction of

which have already been given." Mr. Weld, on the other hand, showed no sign of relinquishing the struggle for the Ladies' Challenge Cup, and convinced at last that *Lulworth* was not equal to the *Louisa*, with her forty tons of superiority of tonnage, determined to build the large cutter which was afterwards so famous as the *Alarm*.

The *Alarm*, which we may regard as the material proof of Mr. Weld's determination to prevail in the contest with Lord Belfast for the supremacy of the big cutter class and the possession of the Ladies' Challenge Cup, was launched at Lymington, in May, 1830. The other large cutter of the year was the Duke of Norfolk's *Arundel*, built at Hastings and launched about the same time, but which played no great part in the struggle. As a matter of fact, the strife between the two eager sportsmen was so keen and so embittered that it vitiated the proceedings of the season as it had those of the previous year.

As early as June we read in *Bell's Life* that some objection of Lord Belfast to Mr. Weld's entry for the Challenge Cup had already added fuel to the flames, and had prevented any return to a better state of feeling. Mr. Weld apparently still held to his decision of not meeting Lord Belfast except in the Challenge Cup race, and it is no exaggeration to say that the misunderstanding spoiled the racing for 1830. "Lord Belfast," says *Bell's Life*, "sent a challenge to Mr. Weld to sail for 250 guineas, which Mr. Weld declined. Lord Belfast has privately offered to Mr. Weld to make the match 500 guineas. Mr. Weld thought fit to decline this also in consequence of the unsubstantial objections raised by his lordship to Mr. W.'s right to sail in the champion race. Lord Belfast, as we understand, offered to refer the matter in dispute to a member of the club, but Mr. Weld has expressed his determination to abide by the course already declared."

Lord Belfast, for the first time since he entered the lists with the *Harriet* in 1825, was absent from every fixture of importance for 1830. The papers are all strangely silent about the Cowes

Regatta of that year; we hear of no Club Cups, and it would seem that the town of Cowes discontinued the Cup which they had provided for the three previous years, and which had invariably furnished a race of the first importance. The King's Cup, sailed on August the 23rd, produced a very meagre list of entries in the *Alarm*, the old *Miranda* of Mr. Maxse, and the *Scorpion*, now the property of Lord Clonbrock. The King's Cup fell to the new *Alarm* after a fine race, *Miranda* being second. The Ladies' Cup was a more depressing affair, for *Alarm* had a single competitor only in the *Miranda*, which she beat by two minutes, and Mr. Weld at length became the owner of the Challenge Cup which had inspired so much rivalry between himself and Lord Belfast. It is a matter of regret that Lord Belfast should have been unrepresented in the final struggle for the trophy, but we imagine that in the absence of accidents the result would have been the same.

We have selected the period of the big cutters as a limit for this chapter, and we may therefore glance forward for a few seasons to follow the fortunes of the *Alarm*, which may be safely regarded as the final outcome of the craze for the large vessels of that rig. She was probably quite safe against anything afloat for the puposes for which she was built—that of cup-sailing in the weather and conditions which usually prevailed in the Solent. In 1831 she beat the *Louisa* for the King's Cup by five minutes in a good breeze. In 1832 she won the same trophy from the *Arundel* of the Duke of Norfolk by six minutes, and from the *Louisa* by twelve and a half. In 1833 she met the famous *Waterwitch*, the brig which Lord Belfast built after his loss of interest in the cutter rig, and a much smaller cutter, the *Albatross*, of 74, belonging to Mr. Leveson-Gower. The King's Cup here fell to the *Albatross* as a result of Mr. Weld's unfortunate habit of breaking the rule as to crossing an opponent on the larboard tack. He fouled the *Albatross* when in stays, and so disqualified his vessel, which, however, finished over thirty-four minutes ahead of her competitor, the *Waterwitch* being early distanced in

consequence of her disability to sail so near the wind as the cutters. In 1834 the King's Cup was limited to vessels of 75 tons, and the conditions which had given such advantages to the boats of large tonnage were at last brought to an end.

There is little doubt that the *Alarm* was the finest example of that large class of cutters whose performances we have examined in this chapter. She was, however, beaten on one occasion by the *Louisa* in a match which was sailed in 1831, an event which claims mention here, though we see no reason to suppose that it established the superiority of the *Louisa*, as was rather complacently assumed by her owner. The match, moreover, is a welcome sign that some of the asperities of the rivalry between the two famous yachtsmen were softened before the great contest came to an end. It was something after the recorded unpleasantries of 1829 and 1830 that these gentlemen had so far composed their differences as to be able to meet each other in a private match.

In 1831 Lord Belfast walked into the sail-loft of Mr. G. R. Ratsey, and said to that gentleman, "It is very evident we can do nothing with the *Alarm* inside the island; what do you say to challenging her for £1,000 round the Owers?" Ratsey replied, "Yes, do so by all means." The challenge was accepted immediately by Mr. Weld, and a day appointed in September.

There have been many accounts of this famous race, but none are so full or so authoritative as that of Mr. Ratsey himself, and we quote it at length as a very illuminative record of a great match of the earlier days of yachting:—

"They started from Spithead at six in the morning, wind E. Stations were tossed for on the *Louisa's* deck, and Mr. Weld won the choice. The *Alarm* at that time was on the starboard weather bow of the *Louisa*, both vessels heading towards Southsea. Mr. Weld immediately went aboard and let go his foresheet. Several attempts were made to get the *Louisa* clear of the *Alarm's* lee quarter, but Corke could not succeed. The yachts tacked under Southsea, and in standing out on the port tack, the *Louisa* held her own. As soon as they got into a little lump of sea, it was very evident what the result would be, as *Louisa* sailed right through the *Alarm's* lee, and gradually drew

"ALARM"

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away from her. It was very visible that day that the *Alarm's* bow was unsuitable for a sea, and when a sea struck under her hollow run the mainsail was of little use to her, as it made the sail shake all over. A mark-vessel called the *Sons of Commerce* was sent the night before up to the Owers, which mark-vessel the yachts had to round. In beating up to the Owers it was a matter of speculation where this vessel would be, and a watch was kept on the cross-trees to look out for her. At last the vessel was seen, but *Louisa* could not fetch her on the tack (port) she was on. The flood tide was drawing to a close and the wind gradually lessening, and *Louisa* was put about.

"Michael Corke said to his brother Edward, who was sailing the *Louisa*, 'We must run a little hazard to-day; don't go about till I tell you. The ebb tide is just now beginning to come down hard, and if we don't fetch round next time we shan't get round at all, as the wind is falling light.' When *Louisa* put about for the last time I could see the rocks under *Louisa's* bottom, and by standing so far over the rocks for weathering distance, *Louisa* just fetched round on her next port tack. The *Alarm* was about two miles under *Louisa's* lee at the time, and it was evident that they were faint-hearted on board, as she did not reach in so far as *Louisa* did, and in reaching off on the port tack they could not fetch the mark-vessel; that settled the *Alarm*, and they gave up the race. The wind gradually dropped, and *Louisa* did not reach the mark-vessel off Cowes Castle until four o'clock next morning. Lord Belfast then said to G. R. Ratsey, my father, 'I have proved to the world that I possess the fastest cutter afloat; I will now see what I can do with a square rigger.'"

Lord Belfast's experience with the famous brig the *Water-witch*, which was the result of this determination, we examine elsewhere.

CHAPTER VII

THE ROYAL YACHT CLUB AS A SCHOOL OF NAVAL ARCHITECTURE

WE have been mainly concerned so far with the doings of a few active members of the club in whose energetic rivalry the sport of yacht-racing may perhaps be seen in its origin. The demands which these gentlemen made upon the yacht designers and builders during their struggle for the supremacy of the Solent racing naturally resulted in a great improvement in the type of vessel with which they were most concerned. Associated more or less with these early sportsmen were a few other members who, while avoiding the racing of the annual meetings, were actively interested in the perfection of another type of vessel, the sea-going, square-rigged yacht of small tonnage. The efforts of both these schools of yachtsmen were so remarkable and so successful that they resulted in the recognition of the Club in a very important aspect, that of a school of naval architecture, to which the Royal Navy and the country were much indebted for the perfection of two of the smaller types of vessel then an important part of the fleet, the fast-sailing cutter and the gun brig.

Before proceeding to this interesting chapter in the history of the Squadron, we may pause to take note of some of the more notable of the ordinary members who represented the majority who came to Cowes as a place of rest and refreshment, and were spectators rather than partakers of the excitements of the regattas.

Of these was Colonel, afterwards the first Lord Vivian, one of the many able soldiers of the Napoleonic wars, who, before

he came on the list in 1829, had seen service in most of the campaigns of that great struggle. Colonel Vivian was with the Duke of York in Flanders in 1794, and was practically fighting for the next twenty years. He was with Dundas at Thiel, Cathcart at Geldermessen, Abercromby in Egypt, Baird at Ackmaar, Moore and Uxbridge at Corunna. He went to Spain with Lord E. Somerset in 1813, and commanded a cavalry brigade at Orthez and Bordeaux, and was with Wellington at Toulouse, who commended his gallantry and deplored his wound in despatches.

In the final struggle at Waterloo he had a brigade under Lord Uxbridge, was present at the Duchess of Richmond's ball, and assisted in covering the retreat of the British from Quatre Bras, where his handling of the cavalry was admirable. It was Vivian who attacked the French reserves at La Belle Alliance and took eighteen of their guns on the 17th June, and after the battle his brigade formed the advanced guard in the march on Paris.

When, in 1821, his regiment, the 18th Hussars, was disbanded his men presented him with a silver trumpet made from the silver coin of their prize-money. Upon the same regiment being re-formed in 1880, the Lord Vivian of that day gave this trumpet to the corps as a memorial of his father. Colonel Vivian filled many important posts after the peace, and received a peerage in 1841, the year before his death.

A notable sailor, who was elected a member in 1826, was Admiral Sir T. B. Martin, G.C.B., whose services recall the great days of naval history. Born in 1773, he entered the Navy at thirteen, and was captain at the age of twenty. Martin was one of those strenuous captains who, with no record of fighting in the great engagements of their period, contributed much by their restless enterprise to the fear with which the English flag was regarded in all parts of the world. When in command of the *Tamar* on the West Indian Station he captured or destroyed nine French cruisers in five months. In the quieter times which followed Trafalgar Martin's great abilities were

employed in administrative office at home, and he acted as Comptroller of the Navy with great credit from 1816 to 1831.

Sir Walter Scott, in his diary of 1828, speaks of Sir Thomas Dyke Acland as the "head of the religious party in the House of Commons," an interesting reference to a notable member who came upon the list with the *Lady of St. Kilda*, schooner, in 1834. Sir Thomas was the type of the earnest but enlightened Tory, and what politics cost the public man before the days of reformed parliaments may be gathered from his recorded election expenses, which between 1812 and 1831 amounted to £60,000. He supported the great question of Catholic Emancipation, but was a protectionist and anti-reformer in the early days of his career, though later he supported Peel against Disraeli and Lord George Bentinck.

Sir Thomas married a Miss Hoare, a daughter of the eminent banker, and at her death, in 1856, retired from public life. He was among the founders of Grillon's Club, and was one of the few Englishmen who have had monuments erected to them during their lifetime. In Exeter, in 1861, was placed his statue with the inscription, "A tribute of affectionate respect for private worth and integrity"; and, as his biographer remarks, "Sir Thomas's name was often on men's lips as the type of an independent politician and thorough gentleman." He died in 1871.

One of the empire builders of the early years of the nineteenth century was Colonel William Light, elected to the Squadron in 1828. He was the son of Francis Light, the commander of an Indian "country ship" or free-trader during the middle years of the eighteenth century, who had married the daughter of a Malayan king, and received with her as dowry the island of Penang. This island, named at Light's suggestion Prince of Wales's Island, was made over to the East India Company in 1785, who bound themselves by treaty, "to last as long as sun and moon shall give light," to pay an annuity of 10,000 dollars.

Young Light received a good education in England, where he made many influential friends, including the Regent, served in the Peninsular and Waterloo campaigns, and retired in 1821. After Hindmarsh was established as Governor of the new colony of South Australia, Light went out as Surveyor-General, and with Hindmarsh decided on the site and plan of the modern city of Adelaide. He died in 1838, only two years after his arrival, and was buried under an obelisk in Adelaide, with a written statement recording his dying wish, that he might be regarded as the founder of that city.

The history of the life of the third Marquess of Waterford, who was elected in 1832, is a perfect romance of recklessness. His character seems to have been a mixture of the hard-riding sportsman of his generation and the buffoon and practical joker, a type so common in the pages of Charles Lever.

In his youth Lord Waterford with his companions, Lord Methuen and the brothers Billy and Ffolliot Duff, were never so happy as when beating the town and challenging draymen and butchers to fisticuffs. Lord Methuen was a man of prodigious physique, and in his day was reputed to have raised a fifteen-stone man from a table with one hand. Billy Duff, on the other hand, was of light and square build, but a very capable boxer. He fought a sturdy butcher once in the middle of Pall Mall, when the butcher, deceived by Duff's appearance, was handsomely beaten. For some years London rang with the exploits of this little band.

In pursuing the same pleasures in Norway, Lord Waterford received a serious wound on the head from a watchman armed with that dreadful mediæval weapon, the "morning star." His character in no way changed with years. He painted the Melton toll-bar a bright red, put aniseed on the hoofs of a parson's horse, and hunted the terrified divine with bloodhounds, fought the basso of a troupe of wandering minstrels, put a donkey into the bed of a stranger at an inn. He took a hunting-box in the shires, and amused himself with shooting out the eyes of the family portraits with a pistol. He smashed a

very valuable French clock on the staircase at Crockford's with a blow of his fist, and solemnly proposed to one of the first railway companies in Ireland to start two engines in opposite directions on the same line in order that he might witness the smash, for which he proposed to pay.

At Cowes, in going before the wind in his schooner the *Gem*, his cap blew off into the sea. "I won't lose that cap," he exclaimed, and immediately went overboard to save it, and was only picked up at the last gasp. His reckless riding was a proverb, but he was too severe to his mount to be a good horseman, and was usually beaten in steeplechasing by judicious opponents who saved their horses. Lord Waterford met with a death which seemed a fitting close to such a career, when, in March of 1859, his horse, after being put thrice at a fence, fell and rolled over him. It was almost a miracle that he lived to be forty-eight.

An eminent sportsman of a different type was Mr. Horatio Ross, who came into the Squadron with the *Clinker* schooner in 1830. He was the son of Hercules Ross, of Rossie Castle, Forfar, an intimate friend of Nelson, who stood godfather, and was namesake to Horatio. Young Ross began life in the Army, and retired with the rank of captain in 1829; but he is best remembered as one of the finest all-round sportsmen of his day. Ross rode in the first regular steeplechase ever seen in England, when, in 1826, he rode Cluster against Lord Kennedy's Radical for £1,000 and won, and from that year until his death in 1886 his name was prominent in one branch of British sport or another.

Early in the century Ross won a sculling match over the seven-mile course between Vauxhall Bridge and Hammersmith, and was reckoned one of the best of the early amateur oarsmen. He was also famous as a pedestrian, and once walked without stopping from a point on the River Dee to Inverness, a distance of ninety-seven miles. In November of 1828 he shot his famous match with General Anson at partridges for £1,000. The conditions were to walk without dogs, and to

shoot between sunrise and sunset. A quarter of an hour before the finish Squire Osbaldeston rode over and told Ross that Anson was dead beat, and immediately afterwards Lord de Ros, acting for Anson, came up and proposed a draw. Ross, with only ten minutes in which to find and kill two birds to win, thought it better to accept the offer, and consented to the withdrawal of the stakes. Anson had to be lifted into a carriage, but Ross was quite fresh, and offered to walk anyone present to London for £500.

In later life Ross was one of the pioneers of the Volunteer movement, and for ten years acted as Scottish Captain to the Elcho team, and in 1862 and 1863 made the highest scores for his side. In 1867 he won the Cup of the Cambridge Long Range Rifle Club, the shooting extending to 1,100 yards, and his own age being sixty-six. He lived through the duelling period in England and highly disapproved of the practice. It was his boast that he had acted as second sixteen times, and on each occasion had prevented the firing of a shot.

We get touch with the politics of the middle of the century with the names of Sir James Graham and Sir John Packington, both elected in 1831. Sir James was one of those good administrators and able politicians whose merits were somewhat obscured by their temperaments. He was a rather pompous Whig, who believed in the divine right of his party to control the destinies of his country, and who never got credit or popularity for many great services to his country by reason of his reserved and unsympathetic personality. He left a record of able administration at the Admiralty and the Home Office between 1830 and 1855; but it was a prophetic complaint of his that he would be best remembered by the affair at the Post Office, when, in 1844, Lord Aberdeen made him the scapegoat in the fuss which followed the opening of Mazzini's letters. This was done at the request of Lord Aberdeen himself at the Foreign Office; but that statesman held his peace, and Graham as Postmaster-General suffered much by the attacks of public opinion.

Sir John Packington was a politician of a different type. His

real name was Russell, and he assumed the name of Packington of Westwood in 1831. Sir John managed to combine an ardent Toryism with the most enlightened views in educational and ecclesiastical matters. He was a thorough protectionist, and regarded the Penny Post as "a most unworthy bidding for popularity," and yet as early as 1855 he introduced a Bill which combined all the essentials of the present school board administration. He sat for Droitwich from 1837 till 1874, and was an able administrator in many of the Tory governments of his day. It was under Sir John's auspices at the Admiralty that the first ironclads of the Navy—the *Warrior* and *Black Prince*—were projected and launched. He was raised to the peerage by the title of Baron Hampton.

Sir Bellingham Graham, of Norton Conyers, Yorkshire, was another of the famous sportsmen of his day, whose doings are recorded in the pages of "Nimrod" and the "Druid," and who connect our subject with the later years of the eighteenth century. Sir Bellingham was born in 1789, and as early as 1816 won the St. Leger with Duchess; was master of the Quorn and Pytchley; was one of the best judges of a horse of his time, and considering his weight, which was never under sixteen stone, must certainly be regarded as one of the finest and fastest horsemen of his day.

During his mastership of the Quorn he was a notable figure mounted on a low-backed horse called Cock Robin, upon which he usually contrived to slip away from large fields. In one celebrated burst from Glen Gorse to Stanton Wood he took the lead and kept it, although two or three of the best light-weights in England were at his heels when he started. On resigning the Pytchley, in 1821, and taking the Hambledon Pack in the same year, he asked John Walker, who had power to make arrangements, what was the amount of the subscription, and was told £700. "Scarcely enough," replied Sir Bellingham, "to find me in spur straps and blacking."

Sir Bellingham was a noted figure at Cowes until his death in 1866. He owned the *Therese*, *Harriet*, cutters, and the *Flirt*,

a schooner of 130 tons, built in 1842, and the clipper of her day, with which he won the Queen's Cup in 1846. As we see elsewhere, Sir Bellingham was Vice-Commodore of the Squadron from 1848 to 1850.

To turn again to the Royal Yacht Club in its capacity of a school of naval architecture, it was not long before the benefit which accompanied the growth of the sport under its encouragement began to attract public attention. Writers in the press professed to see national advantages in an organisation which found employment for increasing numbers of trained seamen, which led to the distribution of large sums of money among shipbuilders and tradesmen, and which produced tangible results in the shape of improvements in design and construction of small vessels.

The *Weekly Register* of August, 1823, was one of the first of the public prints to point out the good work of the Royal Yacht Club: "... the Royal Yacht Club, by whose means naval science is gradually improving, a taste for the sea and its attractions is widely spreading, and numerous seamen whose services to the country would otherwise be lost are kept in constant employ." There followed long dissertations in papers like *Bell's Life* and the *Sporting Magazine* on "The Utility of Yacht Clubs," in which attention was called to the good results which attended the increasing love for the sport, how not only sailors, but shipwrights, sailmakers, and mechanics of all descriptions found employment, and how great was the progress in "the discovery of the best models for fast sailing." "These gentlemen," said a writer in 1826, speaking of the members of the Royal Yacht Club, "by thus building fast vessels and bestowing prizes upon the best sailers, create a spirit of emulation among the different branches of the artificers connected with nautical affairs, and by introducing for trial new and extended machinery perform services which no individual, however opulent, could or would undertake. Hence it comes to pass that all revenue cutters that are considered fast vessels the moment they encounter some of these yachts are left far behind."

It is not necessary to take quite literally all the eulogy which appeared at this time, but there is little doubt that in the main it was well deserved. The club certainly contained men whose interests in yachting were not limited to the placid attractions of the regatta week at Cowes, or of an occasional cruise in squadron to Cherbourg. One of the objects of the club, as recited in a resolution of an early meeting which we have already quoted, was the improvement in the design of sailing vessels, and that object was certainly furthered during the early years of the club, not only by the general improvement in yacht designing and building which followed the patronage of the builders by a succession of wealthy owners with no stinted ideas as to outlay, but by the efforts of a few individual members who made the production of a perfect type of a particular rig their especial care.

Little more than ten years after the establishment of the club we find the general improvement of the cutter which had been brought about by the efforts of the yachtsmen of the Solent recognised by the Government.

"So unrivalled are some of the yachts on the list in celerity of sailing and beauty of construction," said the *Weekly Register* in 1823, "that they have received considerable attention from the Government, who have lately caused to be built on the yacht model two very fine cutters now employed as Channel cruisers on the Portsmouth station, viz. the *Arrow*, 150 tons, Lieutenant Powney, Commander, and the *Basilisk*, 160 tons, commanded by Lieutenant Dixon, R.N."

A year later we find the Government coming to the most famous of yacht-builders of those days, Joseph White, of Cowes, for a revenue cutter, the *Vigilant*, "of that clinch-built class of cutters whose sailings and appearances have given so much celebrity to Mr. White's new principle of cutter-building." The *Vigilant*, we imagine, was in all respects a very perfect specimen of a cutter yacht of the period, for two years after she was launched we read of her commander challenging three yachts of the club to a friendly race round the Needles and

back to Cowes. The yachts included the famous *Pearl* of Lord Anglesey and the *Harriet* of Lord Belfast, and the *Vigilant* beat them handsomely, "having sailed completely round them on her return off Cowes." There followed more direct recognition of the valuable results which were accumulating from the experiments of the Yacht Club, when in 1827 Mr. John Fincham, the Superintendent of the School of Naval Architecture at Portsmouth, selected five notable vessels on the Club List as a subject for his inquiries. These were Lord Yarborough's ship, the *Falcon*, of 351 tons, Mr. Thorold's brig *Coquette*, of 150, Lord Anglesey's cutter *Pearl*, of 113, the smaller cutters *Nautilus*, of 103, belonging to Lord Grantham, and the *Dolphin*, 58, of Captain P. Browne, R.N.

These vessels, which are fairly representative of the yachts of the Squadron of that day, were measured and reported upon by Mr. Fincham, and in issuing his report he took occasion to make some remarks upon the utility of the Royal Yacht Club which are of interest.

"From having the elements of a variety of vessels and their ascertained sailing qualities," he writes, "conclusions may be drawn that will greatly conduce to the improvement and adjustment of vessels. The excellency of many of the vessels belonging to the Royal Yacht Club and the improvements which are frequently made in the construction of new vessels added to the list render the operations of this distinguished club highly interesting and important. Most improvements have their origin in individual exertions, but the extent and rapidity of their advancement are generally proportionate to the importance attached to them and the support they receive from men of influence and fortune, who may be interested in their promotion. The advantages derived from the Yacht Club are in this respect very great.

"The great interest taken at present in yacht-sailing may be considered highly beneficial to our interests in two respects: the employment of British seamen, and the improvement which naval architecture may receive from the experience gained by repeated trials of vessels of different forms. The number of seamen employed on board yachts is very considerable, and the benefit our Royal Navy would receive from them at the commencement of a war would be very great. They be-

come in this employ not only more intimately acquainted with a class of vessels in which the greatest activity is required, but by the frequent competition in yacht-sailing their energies are increased and their skill in seamanship improved.

"The advantages to be derived from yacht-sailing to the general improvement of naval architecture are principally in the forms which are particularly adapted to fast sailing, which, under the favourable circumstances the yachts are placed in by not having those great weights which men-of-war necessarily have on board, they are so well calculated to promote. . . . Cutters are a class of vessels which, from their utility in trade and convenience in pleasure, have attracted more attention and attained more celebrity in this kingdom than any other class. Many of our builders are distinguished for producing beautiful models and fast-sailing cutters without any scientific skill in their constructors, but the excellence of these vessels is only established by the inferiority of others, and it is necessary to obtain certain data from the application of mathematical science to the result of practical experience to enable us to determine the principle on which the vessels are constructed, that we may increase or diminish the proportions in the ratio that will convey their qualities to different dimensions and point out alterations that must prove beneficial to the structure."

It was as a means to such a desirable end, we may suppose, that Mr. Fincham selected the vessels we have named for his inquiries, and so availed himself of the excellent results which the patronage of the Royal Yacht Club had produced in the yards of the local shipbuilders.

The work of the Royal Yacht Club as a school of naval architecture was aided materially by the inclusion of so many naval men in its membership. The rule which admitted officers of the Royal Navy to its honorary list brought a great deal of professional and expert knowledge into the club, which made itself felt in the building operations of individuals. One notable naval man among the active yachtsmen was Captain Philip Browne, who built the *Dolphin*, one of the vessels selected by Mr. Fincham for his investigations. Captain Browne was the architect of another of those vessels, the *Nautilus* of Lord Grantham, launched by Ratsey in 1825. He was always ready, too, to give practical exhibitions of the qualities of his

own vessel, as when, in 1827, we find him sailing his *Dolphin* against the new King's cutter, the *Stag*. "We believe Captain Browne has been induced to keep his yacht afloat longer than he intended," says the *Advertiser*, "that he might afford the commander of the *Stag* an opportunity of making trial of the proportionate qualities of his cutter, and in several trials it was found that the *Dolphin* was far superior in turning to windward."

Another naval architect of some eminence on the list of the club was Captain Symonds, who entered with the *Cornwallis* yawl in 1817, designed some notable vessels which were built by List, eventually became identified with a type of hull which was opposed both theoretically and practically by Lord Belfast and Joseph White, and ultimately succeeded Sir Robert Seppings as Surveyor to the Navy.

In addition to these professional sailors, the Yacht Club included several influential members who were interested in shipbuilding as a science, whose vessels seldom or never appeared in the races of the regattas, but who found their pleasure in the building and sailing of sea-going vessels which were in every respect equal to craft of their own type in the Royal Navy. The Earl of Yarborough, with his brig and ship the two *Falcons*, was perhaps the most prominent of these. His lordship, as Commodore of the club, was unfailing in his performance of the social duties which that position suggested to his generous and hospitable mind, but there is little doubt that his interest in yachting was mainly that of the born seaman, and that in the two *Falcons* were to be seen the most perfect types of the small war vessel at that time available. We have seen how the strictest discipline of a man-of-war was maintained on the *Falcon*, how the crew themselves consented to the employment of the cat-o'-nine-tails, and how the vessel was armed and maintained as a King's ship. Lord Yarborough, as we say, never shirked his duties as Commodore at the functions of the regatta season, and his almost royal hospitality was a proverb; but he was never happier than in taking his splendid vessels on

a long cruise in blue water, or in matching them against a squadron of the Royal Navy. One reads frequently in the papers of those days how the *Falcon* set out "on a cruise westward, taking four months' provisions," or how Lord Yarborough joined Sir Edward Codrington's fleet in the Channel, accompanied it in its cruise, and proved that his vessel was the equal in sailing of any of the ships in the King's squadron.

The fourth Duke of Portland was another of the enthusiasts in nautical matters who paid no attention to the ordinary racing of the regattas, but built vessels with the express purpose of competing in sailing qualities with the ships of the Navy. The twelfth Duke of Norfolk had perhaps the finest sea-going cutter ever built in the *Arundel.* Mr. (afterwards Lord) Vernon was a prophet of the virtues which might be got out of the model of the despised ten-gun brig of the Navy, and Lord Belfast, after his long contest with Mr. Joseph Weld with the big cutters, turned with equal energy and zeal to the construction of the ideal square-rigged vessel which perhaps appeared in the famous *Waterwitch.*

The first of the professed competitors with the Navy was Lord Vernon, who had much faith in the models of Captain Symonds. Lord Vernon's interest in high places secured for that gentleman the contract for the construction of a sloop-of-war for the Government, which he built at List's yard at Fishbourne in the year 1827. This was the *Columbine*, and was the first of a series of four similar vessels which took their name from characters of the pantomime. We read in the *Southampton Herald* that List had a vessel for Lord Vernon on the stocks at the same time, but that as the *Columbine* had been reported as unlikely to fulfil the expectations of the Admiralty, he had offered to take her himself from Captain Symonds. It was a rumour quite unfounded, as we believe, for the *Columbine* was certainly accepted by the Government, and Lord Vernon duly launched his own brig, which he named the *Harlequin.* One gathers frequent mention of the *Harlequin* from the papers of the day, how she sailed with Lord Yarborough's *Falcon* on a

month's cruise in 1829, and how they had a trial a month later, when the *Harlequin* weathered the ship three miles in a four hours' beat to windward. The *Harlequin*, indeed, gained a great reputation as a sea-going vessel; she was rigged first as a ketch, later (in 1829) as a brig.

The Duke of Portland in the same year (1828) launched another of what we may call the pantomime class in the *Clown*, a ketch of 136 tons, built at Troon, which, however, was not at all so successful as the *Harlequin*. She was advertised for sale in 1829, and described as being "built on the plan of H.M.S. *Columbine*." "It is not pretended," said the advertisement, "that she will sail with the fastest cutters, but if she should not be sold in the course of the winter, the owner will be ready to match her next summer against any square-rigged vessel except Lord Vernon's *Harlequin*. The owner is selling her because he is building a larger vessel."

This larger vessel was the *Pantaloon*, the last and best of the pantomime class. She joined the *Falcon* in her cruise with Sir Edward Codrington's squadron in 1831, and was eventually bought by the Government, who accepted her as the model of the ten-gun brig. The purchase of this vessel by the Admiralty was accepted as a great compliment by the amateur builders, and it attracted much attention in the Press.

The fact that private individuals had succeeded in producing boats which consistently proved their superiority to those of the same type in the King's Navy was not lost upon the journalists of those days, who proceeded to express their opinions upon the administration of the Admiralty in very plain language. It is difficult to-day to weigh the merits of the controversy which followed, but there is little doubt that much of the criticism was honest, and that the critics as a rule believed what they said. They contended that throughout the great war with France it was our men and not our material which gave us the victory. It was confidently asserted that the French models and the French methods of naval construction were very superior to our own, and that the Government, influenced by a

set of conservative officials at the Admiralty, persistently refused to make use of the fine models which were continually captured from the enemy.

"The *Sanspareil*," said one critic in 1833, "is a sheer hulk at Plymouth, and that beautiful and unequalled sailer, the American brigantine privateer, *Neufchatel* captured between three frigates one morning at daybreak, was broken up in Deptford Dockyard."

It was time, said these critics, that the King's cruisers should be remodelled on the lines of the private vessels which the Yacht Club was every year producing superior in all sea-going qualities to similar ships in the Service.

"Certainly the country expects, after all the varied improvements which have been introduced into the science of shipbuilding, that the King's ships shall be found superior to those of our opponents, and if this should turn out not to be the case, we are in the same situation as we were during the American War, when so many of the United States cruisers fairly ran away and laughed at us. Did not the *Argus* brig, though almost within gunshot, get away from the *Domingo*, the *Juno*, and the *Statira?* Did not the *Hornet*, after having received grape-shot from the *Medway*, escape after forty-eight hours' chase? And who does not recollect the *Constitution* getting away from our whole squadron on the American coast?"

The first sign of grace on the part of the Government recognised by these critics was when Sir Robert Seppings, the Surveyor to the Navy, admitted private vessels to sail with his experimental squadron, and recommended the Government to purchase the *Pantaloon*, which was at once made a tender to one of the royal ships. It was Sir Robert, according to the *Sporting Magazine*, "who first threw down the gauntlet in defence of the neglected art." Then Captain Symonds was allowed "to lay before the Service his opinions, rich with a vast fund of nautical lore and long-tried experience," and was entrusted with the construction of the *Columbine* for the Government. Then the build and design of private vessels of the club were freely considered by the authorities and their qualities proved in sea trials with the King's ships. We have seen how

the *Falcon* sailed with Sir E. Codrington's squadron, and in 1832 a remarkable cutter, the *Paddy from Cork*, belonging to Mr. James Beamish, of the Royal Cork Yacht Club, was recognised by the authorities as a valuable type, and was accorded the dignity of a trial against the *Emerald*, which was described as the fleetest cutter in the Navy. "This interesting trial took place on the 13th and 17th July, in the presence of Sir Thomas Foley, the Commander-in-Chief, the arrangements having been completed by Captains Hyde Parker and Hastings, the umpires. "She beat the *Emerald* in every point, in running and reaching, in beating to windward, and in the sea way. Her weather qualities are particularly remarkable, and she was so far superior to the naval cutter that it was deemed useless to prolong the contest to the third day, the period appointed to the trial."

This change of policy on the part of the Government was accepted by the public as an acknowledgment of the good results which had attended the efforts of private individuals in the yachting world towards the improvement of the types of small vessels. That policy was confirmed when Captain Symonds was allowed a free hand in the royal dockyards and entrusted with the building of a whole squadron of small ships of war. His *Columbine* was already in the Navy; his *Pantaloon*, as we have seen, had been purchased from the Duke of Portland; and by 1832 he had added the *Snake* and *Serpent* brigs and the *Vernon* frigate. Rightly or wrongly, Captain Symonds was accepted by the critics as the representative of the private builders of the Yacht Club. "We are much gratified," said the *Public Advertiser* of September 15th, 1832, "in observing the attention of the public directed by the daily papers to the zeal with which Lord Vernon, the Duke of Portland, and the Earl of Belfast are endeavouring to improve the science of shipbuilding by due attention to principle, the first two patronising Captain Symonds of the Navy, whose object, we believe, is to establish a general principle equally applicable to all classes of vessels." The Government, it was held, put the final seal of its approval

upon the private school of shipbuilding when, in 1833, they appointed Captain Symonds to the post of Surveyor to the Navy in succession to Sir Robert Seppings. "Noblemen and gentlemen," said the *Sporting Magazine* for July of 1833, "have by their princely establishments shown that Government is indebted to them for the improvements in shipbuilding, so clearly manifested in His Majesty's ships *Vernon*, *Vestal*, *Rover*, *Columbine*, *Snake*, and *Serpent*. To Lord Vernon is the credit due for having brought forward the present Surveyor to the Navy when his lordship obtained permission to build the *Columbine* sloop-of-war, to the Duke of Portland for building the *Pantaloon*, and to Lord Belfast for the building of the *Waterwitch* of that class. Lord Yarborough's *Falcon* is a model for a small frigate, and the Duke of Norfolk's cutter *Arundel* is the largest and most perfect sea-going cutter ever seen."

It was at this point—when Captain Symonds and his type of small square-rigged vessel, represented by the vessels we have mentioned, was accepted both by the Government and the public as final in their class—that Lord Belfast appeared on the scene. We have seen with what energy and disregard of cost he had maintained the long contest of the big cutter with Mr. Joseph Weld, and how his single victory over the *Alarm* round the Owers had satisfied him that his *Louisa* was the fastest cutter afloat. He was now resolved, as he told Mr. George R. Ratsey, the sailmaker, to turn his attention to the square-rigged vessel, and the outcome of this decision of his lordship was the appearance of his famous brig the *Waterwitch*, launched from Joseph White's yard in 1832.

In building the *Waterwitch* Lord Belfast had deliberately chosen for his experiments the very class of vessel which, as we have seen, had been the subject of the exertions of Lord Vernon, the Duke of Portland, and of Captain Symonds, and was at the time supposed to have reached something like its final development at their hands. Lord Belfast's choice was very characteristic both of his courage and of his confidence in himself. The ten-gun brig was the target for most of the

derision of the naval critics. It was held to be of no use for fighting or running away, and the accidents to vessels of the class were a byword with the Service. The brigs were contemptuously spoken of as "things"; it was pointed out how that on every station one or other of the class was constantly bringing discredit to the Service; how at Falmouth the *Calypso*, after a dozen previous accidents, went to the bottom; how the same type, razeed and fitted with swivel guns, were the derision of the slave schooners on the African coasts, which sailed away from them as they wished. It was this despised type of boat that Lord Belfast, quite unimpressed by the private and official attention which had been lavished upon it by Lord Vernon, the Duke of Portland, and Captain Symonds, chose as the subject of his experiments with Joseph White in search of the ideal vessel of square rig.

The controversy which resulted from Lord Belfast's rather breezy personality and his fondness for rushing into print has secured for us very ample particulars of the *Waterwitch*.

"Taking the given length of the worst and most despised class of vessels in His Majesty's Navy," said the *Sporting Magazine* for June, 1833, "that called the ten-gun brig, he declared he would construct a brig that should not only be superior for the purposes of war, but should actually be made to outsail any vessel in the Royal Navy, though two vessels built upon an improved and scientific plan were to be opposed to him. She, the *Waterwitch*, has very high bulwarks, scantling far exceeding that of ordinary vessels, and, moreover, a solid bottom. She is, in fact, a mass of timber. He profited by the experience of what was urged against the *Pantaloon* yacht, which vessel outsailed all the old-fashioned ships in Sir Edward Codrington's squadron, but was found not to have a solid bottom nor the proper quantity of timber for a man-of-war, and the latter were put in before she was taken into the King's service. The improvement of the build of the *Waterwitch* is in her increase of breadth of three feet eight inches and a finer entrance into the water, which gives her an extraordinary power in a head sea."

Shortly after her launch a correspondent of the same magazine who signed himself "Neptune" wrote criticising her ap-

pearance, a letter which elicited a reply from Lord Belfast with particulars which complete our knowledge of this famous brig.

"Neptune is quite right as regards her stern being upright, and consequently not so handsome as if it had been more overhung. But being built for a man-of-war, the intention which has completely succeeded was to enable her to run two guns out astern without a platform, which most vessels are obliged to have, and which is exceedingly inconvenient, inasmuch as it takes up a considerable portion of the quarter-deck. Her sails are the same size as those of a ten-gun brig, nor has she any advantage in being without fittings below, having all the bulkheads up with the exception of the one which ought to divide the captain's cabin from the gunroom, which was omitted to make a larger and more airy cabin for my friends. She has her full weight of stores, etc., on board, as if provisioned for five months, with eighteen carronnades and two long six-pounders, three boats, all spars, etc., on deck. . . . I should not have the least objection to change her 18-pounders to 24-pounders, and sail any square-rigged vessel now rigged in England for whatever sum they please."

Lord Belfast's confidence in his builder and his vessel was not misplaced, and his challenge was no empty boast. His was surely no light undertaking, but he succeeded in it perfectly, and the *Waterwitch* did everything her owner claimed for her. She had only been a few months afloat when she joined a squadron of the Royal Navy off Cork under the command of Sir Pulteney Malcolm. This squadron included crack vessels of all classes in the Navy—liners, frigates, brigs, and cutters. There were full details published in the autumn of 1832 of a series of trials in which the *Waterwitch* was invariably successful. We read how in a sail of four and a half hours in a fine breeze she weathered the *Castor*, the *Prince of Wales*, the *Trinculo*, *Donegal*, and *Nimrod* by distances of from one and a half to three and three-quarters miles; how in a one hour's sail she gained two miles on the best ship of the squadron; how in the last trial in a very strong wind she went for three hours in the wind's eye and left the leader among her opponents four miles to leeward; and how in a run from Land's End to Scilly she gained from one to three miles on the *Vernon*,

"WATERWITCH"

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Castor, *Stag*, and *Donegal*. The Board of Admiralty itself having joined the squadron, a trial was made on the larboard tack in a steady east wind, when the *Waterwitch* gave a final demonstration of her superiority, though the admiral gave orders that the *Snake* should put guns, anchors, cables, and whatever might be deemed an impediment to her sailing below. The *Waterwitch's* performance was a complete vindication of Lord Belfast's claim to have constructed the best square-rigged vessel afloat, and although there was some professional jealousy in the Service, which was very natural under the circumstances, Sir Pulteney Malcolm made a report which admitted as much.

The performances of the *Waterwitch* created great enthusiasm amongst members of the Squadron, and especially amongst the good people of Cowes, who regarded her as a triumphant proof of the superiority of their shipyards as represented by the eminent Joseph White. The clubmates of Lord Belfast were naturally proud of the official acknowledgment of the improvement which private effort had brought into so scientific and important an art as shipbuilding, and on all sides arose a clamour that the *Waterwitch* should be purchased by the Government. Naval critics vied with each other in their abuse of the building policy of the Admiralty, declared that the bows of the *Waterwitch* must be taken as a model for all future vessels, and poor Captain Symonds, who had certainly done his best towards the improvement of the design of the vessels he was putting out, was classed with the most hide-bound of the old school of naval architects. "The bluff bows which that gentleman still affected must come off," said one critic; "they were ruining the performance of the King's ships. His *Serpent*, of 420 tons, was no match for the *Waterwitch*, of 330. She and the others of Captain Symonds' design must be given the bows of Mr. Joseph White's vessels, and the Navy will then have to be thankful to the Royal Yacht Squadron for bringing those improvements into notice which will give the seamen dry jackets and beds, such comforts never to be obtained at sea in

vessels constructed like the *Pantaloon*." The *Waterwitch* had proved that a brig of 330 tons was efficient in every way as the ordinary gun brig of 100 tons bigger. No more of these should be built; the *Waterwitch* should be bought as a model, and the cost of a hundred tons saved to the nation in every brig to be launched in the future.

It is not surprising to find that all this clamour produced a reaction and that Captain Symonds and the Admiralty found many defenders in the Press. Lord Belfast had the doubtful advantage of a very enthusiastic supporter in the columns of the *Sporting Magazine*, who wrote over the initials "J. B. G.," and made the excellence of the *Waterwitch* the occasion for decrying the vessels turned out by Joseph White's opponent, Mr. Ratsey. Other anonymous correspondents appeared to support that builder and to throw all sorts of discredit upon the *Waterwitch* and her owner. "She had not been noticed in Sir Pulteney's report," said one, "because Lord Belfast had declined to obey the admiral's orders to tack when he thought such a course would not show his vessel to advantage." The *Waterwitch* rode so heavily at Cherbourg that she broke two anchors. It was well known that Lord Anglesey and Lord Yarborough were altering bows of their yachts not upon the model of the *Waterwitch*, but upon those of the *Vestal* frigate, designed by Mr. Fincham. The bows of the *Waterwitch* were her worst feature, as was well known, she having been built on the lines of the *Louisa* cutter, and utterly spoiled by having a foremast stepped forward, which made her plunge like the veriest collier. It was preposterous to expect the Government to buy such a vessel, which had been shamefully puffed by Lord Belfast's agents in the Press. There was a very good reason why the Government did not buy her, replied the other side. She had beat Captain Symond's own *Pantaloon*, and he was the last man to recommend her purchase on that account. Lord Belfast himself was drawn into the controversy, and wrote fiery letters to the papers, in which he repeated his challenge to the whole world.

In the meantime the Government made no sign, and all

through 1833 the *Waterwitch* was ever on the look-out to catch a King's ship in the Channel and give her a beating. She had frequent opportunities, and was always successful. She would watch for the *Pantaloon* coming out of Portsmouth sailing west, follow her, and pass her off Cowes, to the delight of the inhabitants; or the *Serpent* would be starting "with despatches for Bermudas," and the yacht with eighty men less on board would completely outmanœuvre her, "making her tacks in one minute and a half less time." She would catch another of her old opponents under full sail, sail ahead of her, and ostentatiously take in her topgallant sails and mainsail and still keep ahead of her, all of which would be enthusiastically reported in the next issue of the *Advertiser* or *Bell's Life*. Quite late in the year it was pointed out that when the Duchess of Kent and the Princess Victoria went aboard the crack vessel of the Channel Fleet, the *Vestal*, at Spithead, and were attended by a squadron of the Yacht Club, Lord Belfast had to keep under low sail in order to keep his station behind the Royal Standard.

The Government very properly ignored all the fuss which the Press made about the *Waterwitch*, and allowed a year for it to die away. In 1834 Lord Belfast opened the season by dismantling his vessel as a man-of-war and fitting her as a yacht, adding a false stern and altering her accommodation to that of a pleasure vessel. He was preparing for all sorts of races with his brig, and it looked at one time as though she and the famous *Alarm* would meet in a match in blue water. Suddenly, late in September, 1834, it was announced in *Bell's Life* that the *Waterwitch* had been purchased by the Admiralty.

We have indicated briefly the circumstances in which the Royal Yacht Squadron became a school of naval architecture, an episode in its history which seems altogether worthy of being recorded. It was a phase of the sport of yachting which is never likely to recur, and its influence was less permanent than might have been the case had the invention of the marine engine waited for another century. But the efforts of those early yachtsmen, Lord Yarborough, the Duke of Portland, Lord

Vernon, and Lord Belfast, besides the hosts of others whose collective patronage of the racing yacht resulted in such improvement to the type of small vessels generally, seem to us a very creditable feature of the early life of the club. The circumstances can, as we say, never recur, because the complexity and enormous cost of a modern war vessel must always remain outside the influence of private effort, however energetic or well provided with funds. But the work yachtsmen accomplished just before her late Majesty ascended the throne may be well realised by a very pertinent analogy which is pointed out by Lord Dunraven, in his essay on "Yachting" in the *Encyclopædia of Sport*. The yachtsmen of the Squadron did for the Navy of King William the Fourth what a collection of private men of fortune might do for the Navy of King Edward VII. if these latter selected a torpedo-boat or a destroyer as a subject for their experiments, lavished their time and their wealth upon its improvement, and demonstrated to the Government of the day at their own expense the very utmost which could be got out of that type of vessel. The torpedo craft is no more important to the Navy of to-day than was the ten-gun brig to that of 1833.

CHAPTER VIII

YACHTING UNDER KING WILLIAM IV.

1830–1837

WHEN in the year 1830 King George the Fourth died and King William the Fourth succeeded him in the throne of this kingdom, the Royal Yacht Club and the sport of yachting lost a royal patron to whom they owed much of their early success, and gained another to whose kindly interest in their welfare they were no less indebted as time went on. There were few institutions in England, or in Europe for that matter, which were left unaffected by the changes which came with that year. It was a time for the removal of many old landmarks, for the letting loose of new influences, and the yielding of the old order to the new. The year 1830 in reality began the epoch which we now look back upon as the nineteenth century, the era of railways and reform bills, of cheap corn and the democracy. It was a year which of necessity starts a new chapter in an inquiry into any phase of English life, however trivial, and the echoes of the great events which it initiated, and by which it was closely followed, were to be heard in the closest circles of English life. We shall see, as we proceed, that the convulsions which, speaking figuratively, set all the politicians at each others' throats, even agitated the ordinarily peaceful and placid sport of yachting, and made their influence felt within the social boundaries of the club.

In taking stock, then, of our subject in the year 1830 we find the Royal Yacht Club an established institution of great influence upon the sport of salt-water sailing, which had practically grown up under its auspices during the fifteen previous years, and that sport itself widening its boundaries and enlist-

ing the energies of English sportsmen in all parts of the kingdom. The Royal Yacht Club of 1830 had blossomed out from its modest origin at the Medina Hotel in East Cowes into a full-blown club with a house of its own and a staff of zealous officials. There is an air of energy quite in keeping with the spirit of the times over all the records of the years following 1830.

The club had enlisted the services of perhaps the most active of its members by appointing Lord Belfast to the vice-commodoreship, and we find his example inspiring all his fellow-members who were acting on committees, or as stewards, or in any official capacity, until the whole organisation of the Royal Yacht Club was permeated by a thoroughgoing and businesslike activity. The club took note of all kinds of matters in those days. The post from Southampton came in at an unconscionably late hour, and the Post Office was admonished that if it did not mend its ways there would be a question asked in the House of Commons. The Solent mariners became grasping in the matter of wages, and their emoluments were fixed at £1 5*s*. a week and find themselves, or £3 a month if all found, to take or to leave as they saw fit. If they were careless of their manners with their employers, they were likely to find themselves out of employment, for no member of the Yacht Club would allow a man to sign on who appeared without a character from his last master.

We see the club spreading its agents all over Europe in sympathy with the growing taste for cruising; at home it did not disdain to deliberate on such matters as its uniform, which was completed by a gold-laced band for its cap bearing a crown and anchor; it placed its masters of yachts in a modified uniform by adding three buttons and the letters "R.Y.C." to their jackets, and its general energy and prosperity were very well reflected in a resolution at the close of the season of 1829, which declared that its yachts were so numerous as to occupy nearly the whole roadstead of Cowes, that it was absolutely

essential that members should moor their vessels "in regular order."

In glancing at the progress of the sport of yachting we find record of a great growth all over the kingdom. The Royal Irish Yacht Club was about to hold its first regatta at Dublin in 1832, a club which perhaps owes its origin to the sailing matches organised for the first time in Dublin Bay by Lord Anglesey in 1829. The Royal Northern Club was a new organisation with many members and a large fleet of vessels, with headquarters both in Scotland and Ireland on each coast of the Irish Sea. The Thames Yacht Club was about to emerge from the old Coronation Society, and to enter upon the long career of prosperity and importance which the present Royal Thames Yacht Club so admirably exhibits, and there were a whole set of active regatta committees at most of the seaport towns round the coast which were presently to develop into many clubs well known to-day. The Royal Yacht Club, in virtue of its seniority and energy, was acknowledged head of the sport.

Most of the regattas at the ports on the southern coasts had grown up under the patronage of the members of the Royal Yacht Club, whose vessels were as yet the only competitors of importance, and we find the acknowledgment of the fact in a resolution of the Deal and Dover Committee, when, after a successful meeting in 1827, they conveyed their thanks to the club, and "do respectfully entreat the patronage and countenance of of the R.Y.C. to the proposed regatta next year, and earnestly request Lord Yarborough's recommendation accordingly to the noblemen and gentlemen of it."

In 1829 the Admiralty issued a warrant empowering members to wear the White Ensign of the Royal Navy; a white burgee bearing a red cross charged with a yellow crown was adopted, and the several changes in the distinguishing flag of the club at length came to an end. Four years later, in July, 1833, a letter from Lord Belfast conveyed an intimation that the King, as an acknowledgment of the national utility of the Royal Yacht

Club, had been pleased to distinguish it by a signal mark of the royal favour.

"SIR,—I have it in command from His Majesty to acquaint you, for the information of the Commodore and the officers of the Royal Yacht Club, that as a mark of His Majesty's gracious approval of an institution of such national utility, it is his gracious wish and pleasure that it shall be henceforth known and styled 'The Royal Yacht Squadron,' of which His Majesty is graciously pleased to consider himself the head.

"(Signed) BELFAST.

"To the Secretary of the Royal Yacht Club."

Since July, 1833, accordingly, the club has been known as the Royal Yacht Squadron.

To leave for the present the domestic affairs of the Squadron and to turn to matters of more general interest, we note a resolution of 5th May, 1827, which determined for many years the attitude of yachtsmen generally towards the increasingly important question of steam in relation to navigation. The advantages and disadvantages of steam vessels had been displayed in the Solent quite early in the century, and although yachtsmen were nothing loth to avail themselves of the improved service of the packets which the change introduced, the great innovation was regarded with scant favour. There were many facetious allusions to the smoke of the new boats in the local press from 1821 onwards. "Such clouds of smoke issued from the steamers," said the *Herald* in 1825, "when they were all in motion, as completely obscured all distant objects. Calshott Castle and the New Forest were scarcely visible, and the murky vomitings of the furnaces covered the surface of Southampton Water from side to side."

Two years later the matter of steam in private yachts had engaged the attention of the club, when the following resolution was passed at the May meeting at the "Thatched House":—

"Resolved that as a material object of this club is to promote seamanship and the improvements of sailing vessels, to which the application of steam-engines is inimical, no vessel propelled by steam shall be admitted into the club, and any member

applying a steam-engine to his yacht shall be disqualified thereby and cease to be a member."

It would appear from a passage from Sir John Eardley Wilmot's *Reminiscences of Thomas Assheton-Smith* that it was that gentleman who brought the proposal before the club, and that its rejection with some attendant circumstances had something to do with his secession. Sir John, quoting Mr. Napier, the eminent shipbuilder of Glasgow, writes :—

"Mr. Smith first turned his attention to shipbuilding in 1829. Before Mr. Smith communicated his design of building a private steamer to Mr. Napier he had been for many years a member of the Royal Yacht Club, during which period he had built no fewer than five sailing yachts. . . . A proposition made by him to admit steam vessels to the privileges of the club was not favourably received, and some members went even so far as to taunt him with the insinuation that he intended to make any steamer he might build subservient to business purposes. Mr. Smith was naturally enough very indignant at so unjust an accusation, and subsequently withdrew his name from the club."

We have no doubt that the unpleasantness connected with the disputes with Lord Belfast had their weight in influencing Mr. Smith in his decision to leave the club. In any case, he must be considered the pioneer of the steam yacht. Upon leaving the club he gave Mr. Napier a commission to build the first of a series of these vessels, the *Menai*, of 400 tons, which cost £20,000, and was delivered at Bristol the following year. The *Glowworm* followed in 1838, the *Fire King* in 1840, and there were built for Mr. Smith between that year and 1851 the *Fire Queens* Nos. 1, 2, and 3, the *Jenny Lind*, and the *Sea Serpent*, all steam vessels ranging from one hundred to three hundred tons.

We saw in a former chapter how all the interest of yacht-racing had gradually centred in the performances of a few cutters of large and constantly increasing tonnage owned by a few men of great wealth and equal enthusiasm, whose rivalry had at length resulted in a display of feeling between individuals which had gone far to spoil the pleasures of the regattas of 1829. One of the keenest of these sportsmen, as we see,

had quitted the Solent in dudgeon, and the contest of the other two was more or less brought to an end by the real though scarcely admitted supremacy of the *Alarm*. The year 1830 therefore really ends the first great period of yacht-racing, and the dominance of the cutter of large tonnage was presently to be divided among classes of vessels of more modest dimensions owned by yachtsmen who were not necessarily mulcted in the income of a bishop in order to take their stations in one of the chief races with any chance of success.

It was in 1829 that we find the first official recognition of the existing disabilities upon boats of modest tonnage. In that year Lord Belfast, having successfully maintained his objection to Mr. Garth's little yawl *Eliza* in the Town Cup for having missed out a buoy in sailing round the Brambles, resigned his own claim to the Cup and returned it to the Sailing Committee of the club. Those gentlemen called a special meeting to consider the matter, and in deciding that the race should be re-sailed, made what seems to be the first attempt to deal with the difficult problem of arranging a fair meeting between vessels of greatly differing tonnage. They then decided that any yachts entering for that Cup should be grouped into six different classes, ranging between the first-class vessels of over a hundred and forty tons and the sixth of those under forty. They attempted to handicap the different classes into something like fairness by a stipulation that the first class should concede to the rest a certain distance in a forty-mile course. Thus the first class gave the second half a mile, the third one and a quarter, the fourth two and a quarter, and so on, the sixth receiving as much as seven miles.

We find no account of the re-sailing of the race for the Town Cup of 1829, and are consequently unable to measure the success or the failure of this first attempt at a handicap. It was probably no great success, for in 1832 the Sailing Committee recorded in the minutes a renewed attempt at a classification of yachts by tonnage. These were again arranged in six classes, the first being the smallest of boats under forty-five tons, in

which a difference of five tons was allowed. In the second there was a maximum difference of ten tons and so on to the sixth class, consisting of the largest vessels, where a difference of thirty tons was allowed. Under this arrangement the different classes did not meet each other, but certain prizes were allocated to each, either by the decision of the Committee or by ballot. It was under this arrangement, modified from time to time, that the chief races of the regattas were sailed until 1843, when a new classification took place which we shall examine at the proper moment.

These fundamental changes in the organisation of the sport of racing were received with varying feelings by different classes of yachtsmen, of whom the owners of the large cutters succeeded best in making themselves heard. There was some bewailing on the part of these gentlemen when, in 1834, the King's son-in-law, Lord Errol, intimated that it was His Majesty's wish that the King's Cup should be sailed for under the Squadron's scheme of classification. These complaints found expression in the columns of the *Sporting Magazine*, where a correspondent who signed himself "J. B. G.," and was accustomed to take Cowes, yachting, and the owners of the large cutters, more particularly Lord Belfast, under his protection, thus delivered himself:—

"What would be thought at Newmarket of the King's Plate being run for by ponies and cocktails, excluding Rockingham and others? No one cares about a fifty-ton class, or whether the sixty-nine and so many ninety-eighths of a ton beats the one of seventy tons. There will probably be much competition, plenty of broken spars, lots of reasons for not winning, and, of course, a full proportion of protests. The same degree of interest cannot be excited as in the days of *Miranda*, *Pearl*, *Harriet*, *Arrow*, etc. Those were the proud days of the Yacht Club. It was these large, beautiful vessels, the swiftest in the world, that brought the company here; the owners of these vessels were the means of causing large sums of money to be circulated, and hence their loss is severely felt. All is blank and triste. It was always intended that the King's Cup should be a premium to the fastest vessel, but owing to the jealousies of the owners of the inferior classes of cutters, a wretched craft,

not worth half the value of the Cup, by being the best of a bad lot may positively walk off with the gift of the Sovereign that was originally intended to promote the building of vessels of a superior class."

We may assume, however, that the King knew his own mind best when he directed his son-in-law to convey his wishes in the matter of the King's Cup to the Committee. It was assuredly no great misfortune for the sport of yachting as a national institution that the supremacy of the great and expensive cutters should come to an end, and we find the salutary decision of the Committee to classify supported on all hands—by the Ladies who gave cups for particular classes, by bodies of individuals like the Bachelors, and by the Duchess of Kent, who, in giving a cup in 1833, expressed her wish that it should be sailed for by "the middle classes of yachts from fifty to seventy-five tons."

Meanwhile there was some advocacy of a system of time allowance which was put forward in tentative fashion in various quarters. In this connection there is some interest in another communication to the *Sporting Magazine*, in 1834, by the gentleman who signed himself "Mountaineer," and was an intelligent, if not particularly practical, commentator on the progress of the sport. Time allowance had evidently been tried by the Royal Irish Club "in the contest for the Anglesey Cup." "Now this plan has been much adopted," says "Mountaineer," "the calculation of the time allowed to each class being made on their starting from the mark-boat. Another plan, however, has been made, viz. to start all classes at once, and mark the time on their return. This has been tried and failed, although the argument advanced in favour that each vessel would then have the advantage of beginning the race with the same breeze had the appearance of plausibility, to say nothing of its excellence."

It is worthy of note that this last scheme of time allowance, which commended itself so little to "Mountaineer," is that which has survived, and with proper modifications governs all

organised yacht-racing to-day; of the merits and demerits of the first—that of allowing smaller vessels an actual start from the mark-boat of time according to their tonnage—there is a very striking demonstration in the record of a race which was sailed at Cherbourg by boats of the club in 1831. The occasion was the visit of a large squadron of the yachts of the club, consisting of thirty-three sail in two divisions—that on the weather side led by the Commodore in the *Falcon*, the lee division following the Vice-Commodore, Lord Belfast, who had hoisted his flag on Lord Vernon's brig the *Harlequin*.

The good people of Cherbourg had offered two cups to be sailed for by yachts of the Royal Yacht Club, as we learn, "as an acknowledgment of the consideration shown by the club in making Cherbourg their principal port for buying wine." It was in the race for the first of these cups—a Gold Cup valued at 4,000 francs—that the system of time allowance by start was first tried. The entries included thirteen of the smaller cutters, together with the *Louisa* of Lord Belfast, of 172 tons, more than double the tonnage of the largest of the others. These ranged between the *Eliza* of Captain Garth, of 34 tons, and the *Dauntless*, of 81, belonging to Mr. Greville. The vessels were divided into classes showing no greater difference than five tons between any two vessels of a class, and a start of a minute and a quarter was allowed for every ton of difference.

This arrangement over a course of no more than twenty-four miles was absurd, and barring accidents, inevitably gave the race to the first boat starting, which was Captain Garth's little *Eliza*.

"The *Eliza* was started at one o'clock, four yachts between forty and fifty tons were started twenty minutes after; the *Elizabeth*, of 65 tons, at thirty-seven minutes after one; three yachts about 70 tons at forty-seven minutes after one; the *Dauntless*, of 81 tons, at fifty-two minutes after one; and Lord Belfast's yacht, of 172 tons, not until fifty-four minutes after two."

That is, nearly two hours after the *Eliza*. It is not surprising to read that the Frenchmen failed to understand the proceedings, and that after the race was over they were heard

inquiring when it was to begin. Points of interest connected with this race were that each vessel carried an engine on board for wetting sails "in clear defiance of the rule obtaining in the Solent," and that on the arrival of the winning vessel at Cowes the cups were duly impounded by the faithful Deputy Tide Surveyor until the owners had paid the Customs duty of six-and-fourpence an ounce.

It was under such conditions as we have examined, then, the decline of the predominance of the great cutters, the countenance given to boats of all classes in one or other of the great races, and successive efforts of the yachting authorities to find an equitable system of handicapping boats of different tonnage, that the yacht-racing of the reign of King William the Fourth was conducted. It is not necessary to follow this in great detail, but a survey of the racing of the period as a whole will not be out of place.

Until 1834, when the class rule for the King's Cup came into force, that trophy fell naturally to one or other of the larger boats. In 1830, 1831, and 1832 the King's Cup went to the *Alarm*, and she would have won it in 1833 but for an accidental foul, which gave it to the *Albatross*, of 74 tons. In 1834 the *Harriet*, 60, of Mr. G. W. Heneage, won the cup by a minute from Mr. Corbet's *Hebe*, of 68 tons. In 1835 the King's Cup fell to the *Columbine*, 90, of Mr. J. S. Barry, by three minutes from the *Fanny* of Mr. J. Meiklam, of 75, the contending vessels being all of the seventy- to ninety-ton class. Of this race it was written, "Great praise is due to the pilots who sailed the yachts, more especially to Mr. Edward Corke, who had charge of the winning vessel, and has by his excellent management won eighteen cups and several heavy sums of money for his employers. He is the regular pilot of the worthy Commodore, the Earl of Belfast, and won the grand match between *Waterwitch* and *Galatea* last September."

In 1836 the principle of classification gave the King's Cup to a very small class, when it was raced for by boats between forty-five and fifty-five tons, and won by Mr. J. Lyon's *Breeze*,

of 54 tons, by seven minutes from the *Vampire* of Mr. J. Lindigren, of 49. The same principle dominated all the racing of the period we consider in this chapter. As early as 1832 we find Mr. Weld acknowledging it in a very sportsmanlike manner at Torbay, where he refused to spoil sport by entering the invincible *Alarm* in contests with much smaller vessels. In the same year at Swansea, where Sir George Leeds, Mr. C. R. M. Talbot, and Mr. T. H. Vivian were moving spirits, we read of the classification of competitors in races limited to boats of under twenty and under forty-five tons. At Cowes the Ladies' Cups, the sweepstakes, the various club cups, cups presented by the Duchess of Kent and others were sailed for under the same rule, and whatever the regrets of the admirers of the old contests of the early period, we do not doubt its good effect upon the sport, and that the Committee of 1829 were well advised when they first initiated the principle.

A memorable match was sailed in 1834, when Lord Belfast, only a few weeks before the sale of his brig *Waterwitch* to the Admiralty, met Mr. C. R. M. Talbot's fore-and-aft schooner *Galatea*, of 170 tons, in a race from the Nab round the Eddystone and back, a distance of 224 miles. The vessels started on Monday, the 1st September, at 10 a.m., and by seven that evening the schooner was two miles to windward, though neither vessel had weathered Dunnose. At 7 p.m. on the Tuesday she was still leading off Berry Head, and rounded the Eddystone first. On the run back to the Nab with a fine fresh breeze just abaft the quarter, the brig overhauled the schooner, "as she could carry every stitch of canvas, all of which drew, and her superior tonnage told." The *Waterwitch* finished at 2 p.m. on the Wednesday the 3rd, only twenty-five minutes ahead of the *Galatea*, and considering the fact that the *Galatea* lost jibboom and topmast in the rough weather of the run home, honours may be considered easy. It was stated that £50,000 changed hands over this very sportsmanlike match, a match which makes us regret that the Fates kept the *Alarm* and the *Waterwitch* apart in the open sea.

The other feature of the yachting of this period was the increasing favour of cruising among yachtsmen, and that in yachts of all sizes. Long sea-voyages were no longer confined to the larger classes like the Commodore's *Falcon*, which hitherto had been the chief representatives of the Squadron in foreign waters, and after 1830 we find numbers of owners taking advantage of the arrangements of the club's agents who were already established in most of the principal ports of Europe. In that year we read a letter from Mr. W. H. H. White to the club secretary contradicting doleful reports of the total loss of his yacht the *Ondine*, a cutter of 57 tons, and describing in outline a cruise to the Morea, Greek Islands, Constantinople, Bosphorus, and the Black Sea. "We met with some bad weather certainly," wrote Mr. White, "but always weathered the gale without accident or loss of any kind, and a more admirable sea boat than the *Ondine* I am very certain is not to be found in the club of her own class." In the same year Captain Corry arrived in his *Dolphin*, of 58 tons, at Jamaica, whither he had navigated her with a crew of four hands only. Mr. Greville was another of the early cruising yachtsmen who demonstrated the seaworthy qualities of the small cutter, when he arrived at Cowes "from the coast of Spain," in July of 1832, and narrated some of the dangers he had passed; how on the 4th of January his little vessel of 55 tons "was in the gale off Finisterre in which H.M.S. *Dispatch* had fifteen men struck by lightning"; how on the 2nd to the 6th she had a series of bad weather from all points of the compass, and actually crossed the Bay twice in four and a half days under a double-reefed trysail. The Mediterranean and the Baltic were full of vessels from the Squadron year by year. We read of the *Turquoise*, 77, of Mr. Lyon, the *Gossamer*, 72, of Mr. Eyre Coote, at Naples in 1834. (The last gentleman died on board his yacht in the Mediterranean the same year.) The *Iris*, 75, belonging to Mr. Thomas Greg, was at Malta refitting, the *Pearl* of Lord Anglesey at Naples, and the *Albatross*, 75, of Mr. Leveson-Gower in the same sea *en route* for Madeira. The same exodus of English

yachtsmen from the Solent into broader waters occupied the reporters of the sporting papers each year until the chronicle became too full to be put on record. There is little risk of inaccuracy in pointing to the reign of William the Fourth as the epoch in which ocean cruising first became a recognised pastime among English yachtsmen.

Meanwhile the Squadron, installed at its house on the Parade, was constantly increasing its numbers and its importance, and as a consequence enjoying an increasing prosperity. To take a middle year of our period (1834), we find that at the close of the season it numbered 148 members owning 101 yachts, with an aggregate of 10,000 tons register, and employing 1,200 seamen. The good management of the committees and the secretary began to result in that rarity in club history, an increasing balance at its bankers, which in 1836 amounted to over £1,100. In 1835 members were invited to present volumes or donations of money towards the foundation of a library. Captain Corry undertook the office of honorary librarian, and from that year may be dated the excellent collection of books now at the R.Y.S. Castle. The club engaged a regular signalman, who kept his eye upon the yachts of members in the roads and endeavoured to anticipate their wants. It had a landing-stage of its own, with a light punctually lighted at sunset, which it generously kept burning through the winter months "for the benefit of navigation." Its increasing fund enabled it to exercise small but beneficent charities among the local watermen, and if a fisherman lost his boat on the rocks, he was, if deserving, pretty sure of a grant from the Squadron in mitigation of his loss, or if he lost his life, his widow and children were assured of charitable consideration from the same quarter.

It would seem that members had to order their doings to keep their names on the list, as appears from a resolution of 1837, which displays also one of the original objects of the Royal Yacht Squadron.

"The attention of the Government having been drawn to the circumstances of yachts having been taken over to foreign ports

for the express purpose of undergoing extensive repairs, and of being fitted with foreign stores, etc., and as the principle upon which the privileges granted to the Royal Yacht Squadron and which they now enjoy are totally at variance with such practices, the object being to encourage the employment of British artizans and manufacturers and the advancement of naval science, it is resolved that hereafter, on such a charge being substantiated before the Committee, the name of the owner of such a vessel shall be removed from the list of the Royal Yacht Squadron."

The social season at Cowes in 1830 was made notable by the sudden arrival of the exiled Charles X. of France with his family and suite. Early risers on the 19th of August saw the Duchesses of Berri and Angoulême walking with their children on the beach, while their officers were finding a temporary habitation for the distinguished visitors in the town. They pitched upon the Fountain Hotel, still standing near the pier. It appears that the exiles had left Cherbourg on the 16th and had arrived at Spithead twenty-four hours later "in the American ship *Great Britain* with another American vessel, the *Charles Carrol*, deeply laden with luggage." Here some formalities prevented a landing, and the expedition sailed on to Cowes Roads, where it anchored on the 18th. The King and Dauphin kept on board until a communication had been made to His Majesty the King of England, for which purpose the Marquis de Choiseul and the Duke of Luxembourg went off post-haste to London.

The visit happened at the time of the regatta, to which it added an uncommon interest. The local Press in discussing the matter was mild but firm. It pointed out that the British people could not endure tyrants, but that "the King of France (we think it no harm to give him this title for the present)" was certain of the respect due to his misfortunes at the hands of the Cowes people. "Lord Anglesey, Lord Clarence Paget, Lord and Lady Grantham, and other distinguished residents and vistors at Cowes," we read, "paid their respects to the exiled King on board. During the race for the King's Cup the Duchesses were escorted to the club by Lord Deerhurst, where the Duchesse de Berri in particular, who was leaning on the

arm of the noble Viscount, seemed to view the cup with admiration mingled with the feelings natural to her peculiar situation."

An announcement of August 3rd in the following year informed the people of the Isle of Wight that "their Royal Highnesses the Duchess of Kent with the Princess Victoria and suite landed at Ryde from the Commissioners' yacht. Lord Vernon fired a salute and manned the yards of his yacht. Their Royal Highnesses had taken Norris Castle, lately vacant by the death of Lord Henry Seymour, for a period of six months, and on reaching Cowes were saluted from the Castle by the revenue cutters lying in the roads, by the battery at the Yacht Club, and by the other batteries on shore"—an announcement which records the beginning of the long association of Her Majesty Queen Victoria with the Isle of Wight.

In September of the year 1833 the most important of those occasional visits of the squadron to Cherbourg took place when Lord Yarborough in the *Falcon* and Lord Belfast in the *Waterwitch* again led twenty sail of the club to that port "to meet the King of the French on Sunday." The squadron set sail in line, with the *Falcon* leading and the *Waterwitch* bringing up the rear, on the afternoon of Thursday, September 3rd. We read that the Duchess of Kent and Princess Victoria accompanied the flotilla in the *Emerald* yacht as far as the Nab. On Friday a gale sprang up, which increased during the day to a hurricane, the violence of which may be estimated by the fact that the Southampton steam-packet was unable to face the narrow passage of the Solent and returned incontinently to the Southampton river, where she lay at anchor all night. On Sunday the *Albatross* and *Emerald* yachts put to sea for Cherbourg, but returned from mid-Channel unable to make headway against the gale. The greatest anxiety was felt at Cowes as to the safety of the squadron, and on Sunday the Duchess of Kent again ordered the *Emerald* to proceed to Cherbourg for information. No news reached the island until Tuesday, however, when Lord Clonbrock's *Lulworth* arrived with the welcome news that the squadron was quite safe at Cherbourg with the exception of

Mr. Thorold's brig *Coquette*, which had been driven on the breakwater, but had been got off by unshipping her topmasts and by the kindly assistance of the boats of the French fleet under Admiral Mackaw.

There were great doings at Cherbourg, as we read. His Majesty King Louis Philippe entertained at dinner each day ten of the owners of the yachts present; there was an address to the King from the squadron, evolutions of the squadron in the harbour, and general rejoicings until Wednesday, when nine yachts sailed a race for an £80 cup. These doings were put into verse by a correspondent of *Bell's Life*, and as they are rather typical of the humorous verses then in fashion, we quote them.

"The gale through the rest of the week had increased
And kept blowing a hurricane strong at north-east,
And of course the Yacht Squadron was forced to give up
The sailing on Wednesday, the 4th, for the cup;
But the visit of Louis of France to the *Falcon*
Was something for people in London to talk on.
'Twas delightful to see how he grinned and he bowed,
I'm sure my Lord Yarborough ought to be proud;
And as from the yacht he prepared to depart,
He declared that the English were dear to his heart,
And laid on his lordship his special commands
To accept a small box at His Majesty's hands.
'Twas eagerly opened, and what was it? Zounds!
His phiz set in brilliants worth five hundred pounds.
A fête, the most splendid that ever was seen,
Was given by the town to the King and the Queen.
All the English at Cherbourg without hesitation
Were permitted to enter, whatever their station;
But something, I own, threw a damp on the revel,
It was raining all night, my dear friend, like the devil.
On the fifth, and the thought was near breaking our hearts sure,
The mighty King Louis prepared for departure;
He rode through the town with equerries in chat,
And saluted at least fifty times with his hat:
And on truth I assure you my statement shall hinge
When I say 'twas a cocked hat trimmed with white fringe.
On Thursday he took his farewell *bonâ fide*,
And the Queen and the Princesses followed on Friday;
And thus gaily closed, and I hope none will quiz it,
To the Squadron and Cherbourg their Majesties' visit."

In the year 1833 the ranks of the active yachtsmen at Cowes were recruited by the appearance of a notable figure of those times, the first Earl of Durham. Lord Durham had been a member since the year 1826, when as Mr. John Lambton he had entered the club with the schooner *Jack-o'-Lantern*, which he had sailed for a single season only. Mr. Lambton's occupations for the next few years are a part of English history, and left little time for yachting. We know how he was one of the most active of those ardent spirits whose efforts resulted in the passing of the great Reform Bill of 1832, and one of the three or four who felt most the severity of the struggle. It was said that there were three minds at least in the Cabinet which were in danger of giving way during the fierce political dissensions which the preparation of that great measure entailed. Some saw madness in the alternating depression and buffoonery of Brougham; Lord Althorp certainly gave directions that all lethal weapons, including the razors, should be removed out of his reach, and the nervous irritability of Mr. Lambton at the meetings of the Committee of the Cabinet which had the care of the drafting of the measure was such that most of its members, including his father-in-law, Lord Grey, quailed before him.

It may be assumed that his lordship came to Cowes in 1833 to seek rest after the years of strife which had been closed by the passing of the Bill, and there seems irony in the fact that his appearance in the Solent with the famous cutter *Louisa*, which he bought from Lord Belfast, was the signal for an outburst of feeling against him as one of the authors of the measure which was so hateful to the Tories. This feeling doubtless existed within the club itself, but it found expression in a series of letters to the *Sporting Magazine* and *Bell's Life*, and it ranged the yachtsmen of those years into two parties. Lord Durham was the prototype with these gentlemen of all dangerous revolutionaries; the Tory figure-head was Mr. Ward, who represented the landed interest and the *status quo ante bellum* at Northwood. The contest which followed involved all

sorts of persons and things, individual members, the performances of their yachts, the builders, the new bows of the *Falcon*, and the anchors of the *Waterwitch*. It added much liveliness to the annual proceedings at Cowes, and proved an acceptable substitute for the old diversions which centred in the performances of the big cutters.

In 1833 Mr. Ward's pheasants came down to the mud-flats of the Medina at low water, from no political motives, so far as we can ascertain, but only to gratify a taste for salt mussels. Here, said the radical champion, "J. B. G.," in the *Sporting Magazine*, was an object lesson in the ways of the bloated aristocrat; it was sheer immorality to provide the poor working men of Cowes with such temptation. The Tory champion, "Noonday," replied that these remarks were palpably designed "to point out to the lower orders how easily Mr. Ward might be robbed of his pheasants," and he understood that some of them had "actually taken his kind hints and visited Sussex in order to perfect themselves in the mysteries of pheasant higgling."

Lord Durham in all innocence suggested as a great improvement to the town the making of a new road along the seashore as far as Egypt. The scheme was warmly acclaimed by "J. B. G." and stigmatised by "Noonday" as an atrocity, both on its merits and because his lordship was proposing to drive a road through Mr. Ward's private property, as might be expected from one of his predatory views in politics. Lord Durham with others fired a salute to the young Princess and the Duchess of Kent on their arrival at his fête at Egypt. A Tory paper protested against the enormity of a battery of artillery being sent from the mainland for saluting at his lordship's party, and Tory feelings were much outraged during a month, at the end of which period it was discovered that his lordship had used his own guns, and that the battery had been landed to supply the place of some condemned guns at the Castle. Questions of such moment as these continued to occupy the scribes of both parties, until their literary energies were all concentrated upon the

Sir Thomas Lawrence, P.R.A. pinx.

S. Cousins, R.A. sc

John George, 1st Earl of Durham, G.C.B.

portentous omens which they discovered in the visit of the squadron to Cherbourg in 1833.

This expedition, said the Tory spokesman, was a deliberate attempt on the part of the revolutionaries to coquet with the citizen King, and was doubly heinous because the Royal Yacht Squadron with its great privileges, its official character, with the King himself at its head, in reality represented the British nation. The Radical dodge was as clear as noonday. In the first place Lord Durham himself went in the *Louisa*, and it was notorious that his lordship had received a hint from the Government to induce as many of his clubmates as possible to join in the expedition in order to make the compliment to the French King the greater. Another Tory mare's nest, replied the Radical champion, as was obvious from the fact that of the owners who sailed for the French port two-thirds at least were avowed Tories of the deepest dye. "What about the address voted to the French King?" then inquired the Tories. It was common knowledge that there had been fierce dissensions between the Radicals and their opponents before a draft could be settled; it was "cut, hashed, and clipped" in the form proposed by the revolutionaries before any self-respecting Tory could be induced to put his name to it. It would be interesting to know what became of the secretary's minutes of the proceedings, which "had been sent for conveyance to England by Lord Clonbrock," had disappeared, and another statement fabricated and put in their place. As for Lord Durham, he had displayed the cloven hoof clearly enough when he ran up a tricolour flag above the ensign. It was quite useless to explain that the flag was used in a code of signals, and Lord Durham took the matter so seriously that he brought an action for criminal libel against a north-country paper which repeated the statement.

From high matters like these the controversy declined upon those of less moment. The kindness of some well-meaning member who had taken Joseph White over to see the show was described as "the abortive attempts made at Cherbourg to force that builder into an equality with the members of the Royal

Yacht Club." The contending virtues of that eminent builder and of his rival, Mr. Ratsey, were then the theme of much discussion. A diversion followed upon "the disgraceful squabble about the medals of Louis Philippe," the rival merits of Cowes and Ryde were discussed with much acrimony, and finally the performances of individual boats and their owners. The pretensions of the *Waterwitch* were at length exploded, she had broken two anchors by her plunging in the gale on the Sunday; and as for the *Albatross*, everyone knew what was now demonstrated to the British public at large, that Mr. Leveson-Gower's vessel was a mere fair-weather boat.

At last the owners rushed into print and added much to the gaiety of the contest. Lord Belfast wrote furious letters in defence of his cherished *Waterwitch*, and no lady's good name was ever defended with greater vehemence than when Mr. Leveson-Gower hastened to repel the attack on the *Albatross* in the columns of the *Sporting Magazine*. "J. B. G." had made "a shameful attack on a yacht called the *Albatross*, of 74 tons. He had insinuated that she was only a fair-weather boat, and could not get over to Cherbourg in the gale with the rest of the squadron." Mr. Leveson-Gower repudiated the notion with scorn and declared upon his honour that she only met a gale in mid-Channel and returned to the island under a trysail. "J. B. G." had stated that on a former occasion she could not carry her sails. Mr. Gower was indignant at the innuendo, and insisted, with an apparent lack of humour, that her mast had only been blown out of her. These and other matters of equal importance were the burning questions in Cowes and the squadron for the two seasons following 1832, and from our experience of seventy years of reformed parliaments, it is not without amusement to reflect that they all sprang from the fact that Lord Durham had been instrumental in passing the Reform Bill of 1832.

They all died away, however, and Lord Durham, before he sailed for the Mediterranean to take up his post at St. Petersburg, amidst the mingled gloom at his departure and congratula-

tions upon his appointment, was recognised as one of the best friends of Cowes. His benevolence among the watermen and the poor was a proverb among those who were not unaccustomed to such charities from many bountiful sources. His fêtes at Egypt when the yachts moored off the point in a crescent to do honour to the young Princess and the Duchess of Kent, whom he was entertaining, rivalled those of Lord Yarborough at Appledurcombe, and his short stay in the Solent, which came to an end in 1836, was long remembered as one of the brightest of the social features of the Squadron and the town.

It is during those seven years of the reign of King William that we first read of the blackballings and other signs of exclusiveness which have at times been charged against the Squadron as a club. Hostile prophets like the *Hampshire Telegraph*, which was always an unfriendly critic of the institution, foretold the speedy dissolution of the body on this account. The fertile "J. B. G." also took up the question in the *Sporting Magazine*.

"Unfortunately of late years a different spirit has been infused into the club, and those noblemen and gentlemen who, by their munificence and public spirit, should naturally be looked up to as its influential members, now find themselves absolutely governed by a few who have been lately admitted, and whose opinions are opposed to the majority of the institution. If the present system of blackballing the most unexceptional candidates for mere party purposes is continued, it will not be difficult to foresee that the club must ere long be dissolved and remodelled. There were only two cases of blackballing in the old days: one of a Duke—Buckingham—who did not renew his subscription, and was rejected on seeking re-election; the other the owner of a yacht like a river barge with a flat bottom, and he was excluded more in joke than otherwise, it being reported that she was two months in her voyage from the Thames to Cowes, and that moreover the bulkhead and chimney in the cabin were of brick. But this was not done for party purposes."

Another correspondent, "Neptune," in the *Sporting Magazine* agreed, and foretold dire things for the club "unless the party

feeling which has prevailed so much since so many of the sister isle have been admitted members does not subside."

We find no record of the proceedings which these gentlemen deplored in the club annals. There is there nothing but a report of steady progress and prosperity, and of an increasing social attraction in the Cowes annual festivals. We read of balls, of dinners, of entertainments to the Duchess of Kent and the Princess Victoria, of the necessity of an auxiliary room, which may still be seen in the verandah of the Gloucester Hotel, where the Cowes people stared open-mouthed at the quality dancing in the lamplight until they pushed each other off the parade into the sea. We read how Mrs. Kendall, the housekeeper, surpassed herself each year in her cookery; how the King sent a fat buck, and the Duke of Norfolk the finest product of his pine houses at Arundel to add to the success of the annual festivities; how Mr. Bates, the new Secretary, of the Royal Navy, who succeeded Mr. Stephens, promoted to a Tide Surveyorship in 1834, was considered one of the most skilful navigators in the Service, and a gentleman universally respected at Cowes; how the club prospered under his able management, and the Committee with a large balance in hand renewed the lease of Mrs. Godwin; how that "worthy man and celebrated pyrotechnist of Brighton, Mr. Jones, displayed fireworks of an elaborate nature," each year being subsidised in the sum of £10 by the club.

Cowes and many members of the Squadron were reminded of some of the glories of the last ten years when, in 1836, during the race for the King's Cup, "the ship *Falcon*, so long the pride of the Squadron and the property of the worthy Commodore, Lord Yarborough, came out of harbour and sailed to the eastward, having been purchased by a London house for the merchant service for £5,500. There was but one feeling on this occasion, namely, that of unqualified regret at his lordship's indisposition, and that his presence this season was wanting to cheer and enliven the regatta, and that his splendid vessel no longer adorned the R.Y. Squadron." Lord Yarborough in the

previous year had been thrown across a sea-chest in a gale, and sustained a severe injury to his legs, and was further disabled by an attack of influenza. The passing of the *Falcon* was the final act of those long series of stately processions of the club in squadron, which had been such a feature of his Commodore-ship. Happily the club had still some years of his kindly rule in store, but in a smaller and less famous vessel, the cutter *Kestrel.*

There are two announcements in 1837 which serve very eloquently to conclude our chapter on the history of the period which has occupied us. On the 24th of May every yacht in the roads was dressed in bunting, there were firing of guns and ringing of bells ashore all day. The club-house was illuminated at night, Mr. Jones, of Brighton, surpassed himself, and tar barrels were burned on all the heights of the island, for Princess Victoria had entered her eighteenth year. On July 6th of the same year we read, "The Royal Yacht Squadron battery fired seventy-two minute guns as the last mark of respect to our late beloved Sovereign King William the Fourth."

CHAPTER IX

EARLY VICTORIAN YACHTING

1837–1846

THE members of the Squadron who gathered at the club-house to eat their usual dinner during the regatta week of 1837 met in circumstances of more than ordinary interest and importance. Lord Yarborough was supported by his Vice-Commodore, Lord Belfast, and most of the notable members of the yachting fraternity were present, and when the Commodore rose to propose "The Health of the Queen, God Bless Her!" the gentlemen assembled in the old room at the present Gloucester Hotel by their cheers repeated to four times four acclaimed the accession as Sovereign of an exalted lady who was already very dear to the hearts of her subjects.

Her Majesty, as the Princess Victoria, was no stranger to the people of Cowes or to the yachtsmen who frequented the Solent. Since that first visit to Norris Castle with her mother, the Duchess of Kent, there had been few summers in which the young Princess had not added to the gaiety of the season by her presence. There was no spot in the three kingdoms where men were more easily thrilled with those aspirations which the promise of the youth of this royal lady excited than the Isle of Wight. The natives watched with enthusiasm the growing fondness of the Princess for their island, a fondness which was to be strengthened as years went on, and to result in that close identification of much of Her Majesty's private life with the neighbourhood of Cowes, which is to-day the most precious memory of the place.

The yachting of the years immediately following the accession of Her Majesty was of an interesting, if not very exciting

character. The more stirring incidents of the times when Lord Belfast and Mr. Weld were active factors in almost every meeting of importance on the south coast were now exchanged for a restful and rather humdrum development of the sport. In yachting, as in national matters of more importance, it was a time of peace, quiet development, and of experiment. The well-advised action of the Squadron in discouraging the predominance of a particular class of yacht in the racing, had resulted in the chief events being open at one time or another to boats of all rigs and tonnages. The classification of yachts had done so much at least, though the discovery of the fairest method of handicap between boats of different size was yet to be made. We shall notice several attempts in that direction as we proceed, tentative and incomplete in all cases, but still significant of a proper care for the true interests of the sport. We may add that the term we consider in this chapter is that which comprises the years 1837 to 1846. The accession of Queen Victoria is a natural beginning of such a section of our inquiry, the death of Lord Yarborough in the later year just as naturally brings it to a close.

Before proceeding to the annals of the racing of our period we propose to follow our plan of glancing at some of the personalities which succeeding years were adding to the ranks of the Cowes yachtsmen.

An adventurous spirit who joined the Squadron in 1836 was Mr. James Brooke, who became famous later as Sir James Brooke, K.C.B., Rajah of Sarawak. It was the *Royalist* schooner, 142 tons, of the club list which bore Brooke and his fortunes to that country, *viâ* Singapore, in 1839. His motives for undertaking the voyage which had such fruitful results seem to have been a love of adventure and a desire to introduce British commerce and promote British ascendency in those seas. He had no lack of means, for he inherited £30,000 on the death, in 1835, of his father, an old Bengal civil servant. Brooke's success in winning the love and respect of the Malays is well known. Upon landing from the *Royalist* he at once gained an

honourable influence over Muda Hassim, the Governor of Sarawak and uncle of the reigning Sultan of Borneo, whom he assisted in the suppression of a rebellion, and who resigned the governorship of the country to him in 1841.

Brooke's subsequent administration is surely a model for all dealings between Europeans and dark races. He abolished forced labour with the alternative of slavery in favour of an equitable system of taxation, administered justice himself, and was accessible to the meanest of his subjects. His even-handed justice gained him the respect of the natives, who said, "the son of Europe is the friend of the Dyak." All this great work was the result of Brooke's personal exertion aided by a staff which consisted of a coloured interpreter, a servant who could not read or write, a shipwrecked Irishman, and a doctor who never succeeded in learning the language of the country.

It is of interest to recall that in some important operations undertaken against piracy and the practice of head-hunting Brooke had the help of another member of the Squadron, still happily alive, Admiral Sir Harry Keppel, then Captain Keppel of the *Dido*. These operations, which were as necessary as they were successful, were made the occasion of a bitter attack upon Brooke and his work by Joseph Hume, Richard Cobden, and Mr. Gladstone. A motion in the House of Commons for an inquiry was rejected by the House and repudiated by the Government of Lord John Russell. But the agitation continued, and Lord Aberdeen granted an inquiry. A commission was sent out to Singapore, and many thousands of public money were wasted only to vindicate Brooke's conduct throughout the affair. One can understand his remark to Queen Victoria when he visited England in 1847, "I find it easier to govern 30,000 Malays than to manage a dozen of your Majesty's subjects."

Brooke's suppression of the dangerous rebellion of the Chinese immigrants in 1857, when he narrowly escaped with his life, his return to England in 1863, and his success in persuading the Government to recognise the independence of

Sarawak and to send out a British representative, are an interesting part of the history of the century. His name is still worthily borne by his nephew, the reigning Rajah, Charles Johnson Brooke.

Another restless spirit of this period, whose yacht the *Wanderer* was seen at Cowes in 1841, was Mr. Benjamin Boyd. The papers of 1843 were full of the voyage of the *Wanderer* in distant seas, which Boyd had taken from Plymouth in December of 1841 in company with his brother, Mr. (afterwards Sir Oswald) Brierly, marine painter to the Queen, and Captain Bushby, of the Royal Navy. The *Wanderer* was of 141 tons, and carried a crew of fourteen hands all told, and with this small complement she was navigated to Sydney, touching at Teneriffe, St. Jago, Tristan d'Acunha, and Rio.

Boyd's career was one of extraordinary activity. He was engaged originally in stockbroking in London, but went to Sydney in 1839 for the purpose of establishing branches of the Royal Banking Company, in which he was interested. He purchased on behalf of his directors much station property in Queensland and elsewhere, speculated largely in shipping cattle to New Zealand and in antarctic whaling from Twofold Bay. He failed to satisfy the shareholders, however, and retired from their service with three whaling-ships, two sections of land at Twofold Bay, and the *Wanderer* as his share. He was one of an unsuccessful digging party which went to California during the gold fever of 1850. On his return to Sydney in the following year he landed with a single native boy to shoot game in one of the Solomon Islands, and was never heard of again. At his death he held 381,000 acres of land in Australia, and was perhaps the chief of the earlier settlers in that continent.

Frederic Peter Delme Radcliffe, elected in 1840, was one of those gifted personalities who appear at rare intervals and seem qualified to excel in everything they undertake. He was one of the best men across country, the best amateur jockey, the best shot, and the best fisherman of his day, and with such tastes combined a real taste for literature, possessed a remark-

able literary talent, was an excellent actor, and was only excelled in the art of improvisation by his contemporary Theodore Hook. Radcliffe's first sporting record was the capture of a leviathan Thames trout while at Eton. On his first appearance as a gentleman jockey at Hampton Races he rode Ball Hughes' Elephanta, which was not even named in the betting, and won against such amateurs as Lord Wilton and the Berkeleys. Radcliffe was an original member of the Redhouse Pigeon Club, and quite early in life, in a sweepstakes of four hundred guineas, he beat such shots as Lord Kennedy, Mr. Anson, Lord Pollington, and Squire Osbaldeston, and was left to shoot off a tie with Captain Rous. They each killed nine birds when the Captain missed, and Radcliffe killed his tenth, but as it flew towards him and dropped dead behind, he had to divide with the Captain. Another member of the Squadron, Mr. Peareth, having practised until he had killed twenty-nine out of thirty birds, challenged the whole Pigeon Club. Radcliffe alone accepted, and killing twenty-four out of twenty-five birds to Peareth's twenty-three, won the match and a large stake,

Radcliffe first hunted at Hitchin with a pack of dwarf fox-hound harriers, but after three years took the Herts and Beds country from Sir T. Sebright, and for five years showed an extraordinary amount of sport. He gave up hunting owing to ill-health in 1839, when he took to yachting with the *Fanny* cutter.

Radcliffe's *Noble Science* is among the classics of fox-hunting. His literary ability appeared also to great advantage in an epilogue he wrote to *Every Man in his Humour*, performed by Dickens, Lemon, Douglas Jerrold, Romer, and others at Knebworth. Of this epilogue J. Wilson Croker, who was no partial critic, wrote:—

"The whole *Punch* party have been fairly beaten at their own weapons by the country squire associated with them in theatricals at Knebworth, and were I called upon to bestow the prize for the greatest amount of wit and pungency, I would not hesitate to award it to the Knebworth epilogue."

THE "WANDERER" OFF TRISTAN D'ACUNHA

FROM A WATER-COLOUR, DRAWN IN 1842 BY SIR OSWALD BRIERLY, IN POSSESSION OF MR. F. ST. JOHN GORE

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Upon the same occasion he was introduced by Bulwer Lytton to the American Minister, Mr. Dallas, as "a country gentleman able to hold his own in every field of sport with all his fellows, and no less qualified to take his seat in the cabinet of the statesman or the closet of the scholar and philosopher."

Radcliffe was a very regular frequenter of the Solent gatherings after he joined the Squadron, and his pen was employed in comparing the sports of yachting and hunting in verse. For many years he responded for Fox-hunting and the Ladies at the annual dinner, and the "Squire's" speech was looked forward to as an event of the season.

A famous Englishman who joined the Squadron in 1838 was the second Viscount Canning, the son of the first great Canning, who succeeded to the title upon his mother's death. Many living remember the days of Lord Canning's governorship of India, when the great mutiny broke out in the first year of his office, and his country had the inestimable services of a brave and sagacious personality at the seat of the trouble. Canning's bold decision to stop the expedition to China under his friend Elgin, which enabled him to take the troops on to Delhi and strike at the root of the disturbance months before reinforcements could have arrived from England, undoubtedly saved the situation. Not less valuable was his refusal to yield to panic-stricken advice as to the means of suppressing the rebellion. There was a great outcry at the time which was concentrated in the epithet of "Clemency Canning," but the results of his enlightened policy have amply confirmed its wisdom, and have established his reputation as one of the great servants of his country.

Mr. Thomas Wentworth Beaumont, elected in the same year as Lord Canning, was one of those earnest and advanced Liberals who had so much to do with the passage of the Reform Bill. He sat for Northumberland from 1818 to 1826, but in the latter year lost the election in circumstances which led to a harmless duel with Lord Durham on Bamborough

Sands. Beaumont was one of the originators of the *Westminster Review*, and a lover and encourager of the fine arts.

Sir Joseph Hawley, the third baronet, elected in 1839, owes his fame chiefly to his astonishing success on the turf. He began life in the 9th Lancers, but left the Service in 1834, his yacht *Mischief* being one of the best known of the first English yachts in the Mediterranean. Later he settled in Italy, imported English horses to Florence, and with Mr. J. M. Stanley as a partner, ran them with great success at the principal race-meetings in that country, his chief opponent being Prince Poniatowski. This confederacy was renewed in England, where Hawley's success gained him the name of the "Lucky Baronet," and his colours of cherry and black cap soon became famous on the turf. Sim Templeman won the Oaks for him on Miami in 1847; he gave £3,000 to John Gully, the prize-fighter, for Mendicant, and with her colt Beadsman won the Derby and £100,000 in 1858; he won the Two Thousand Guineas with Fitzroland in the same year, the Derby of 1859 with Musjid, and that of 1868 with Bluegown.

He sold Bluegown in the following year for £5,000, and she died a week or two later; and he won the Leger of 1869 with Perez. A fortunate rather than a scientific breeder, Hawley still spared no pains in the selection of his stud, and did much good to horse-breeding in England. He was a generous friend and master, and gave the Derby stakes of £6,000 to Wells, who won the race for him in 1868. With the taste for the turf he combined a rare love of literature, and his library at Leyburne Grange, near Maidstone, was one of the finest in Kent. When he retired from the turf in 1873 his stud realised nearly £25,000.

The name of the second Marquess of Conyngham, who was elected in 1840, recalls that touching interview at Kensington Palace on the 20th June, 1837, which has a pathetic interest for a generation of Englishmen who have just watched the close of the gracious career then opened. It was Lord Conyngham who, with Archbishop Howley, went at five o'clock in the morning

to inform the Princess Victoria of the death of King William. Miss Wynn's description of the interview has often been quoted, but will bear repetition.

"They knocked, they rang, they thumped for a considerable time before they could rouse the porter at the gate; they were again kept waiting in the courtyard, then turned into one of the lower rooms where they seemed forgotten by everybody. They rang the bell, and desired that the attendant of the Princess Victoria might be sent to inform H.R.H. that they requested an audience on business of importance. After another delay, and another ringing to inquire the cause, the attendant was summoned, who stated that the Princess was in such a sweet sleep that she could not venture to disturb her. They then said they were come on business of State to the Queen, and even her sleep must give way to that. It did not prove that she did keep them waiting, for in a few minutes she came into the room in a loose white nightgown and shawl, her nightcap thrown off, her hair falling down upon her shoulders, her feet in slippers, and tears in her eyes, but perfectly collected and dignified."

Mr. M. J. Higgins, of the list of 1843, was the versatile "Jacob Omnium" of the *Times*, journalist, politician, traveller, and popular member of society. He is further described by a contemporary as a good judge of horses as well as of works of art and literature, a member of the Philobiblon Society, and one of the most agreeable members of the Cosmopolitan Club. Higgins's advice was often sought by his friends, and he spared no trouble in reconciling disputes and settling the troublesome affairs of others. Higgins was for many years one of the oracles of the *Times*, in the columns of which paper he was accustomed to write with much authority on most of the questions of public interest of his day. His connection with that journal came to an end in somewhat peculiar circumstances. In 1863 Higgins attacked a Colonel Crawley for what he held to be very oppressive treatment of a sergeant. The affair made a certain stir, and came before a court-martial, which, after a full inquiry, exonerated the Colonel. Thereupon the *Times* discarded Higgins as a contributor, and even made a difficulty about admitting a letter of his explaining his position with

respect to Colonel Crawley. They printed a severe editorial comment on Higgins's letter, and abruptly closed the correspondence. He subsequently published his correspondence with the paper in a pamphlet.

Higgins was a close personal friend of Thackeray, and it is generally understood that the latter was indebted to him for some of the happiest of the names of characters in his novels. He died suddenly after bathing in the Thames at Abingdon Lasher, in May of 1868, at the age of fifty-seven, and his son, Mr. H. Higgins, is well known to-day as the organiser of opera at Covent Garden.

The seventh Duke of Beaufort, elected in 1844, was famous in the days when fine presence was a serious study, as a man of faultless manners, a perfect gentleman, and an exemplary landlord. To his contemporaries he was known as the rich man's friend and the poor man's benefactor, one of the best all-round sportsmen of his day, and a man of unstinted munificence. He was also considered the best-dressed man of his time, and the model "upon which Stultz delighted to expend his greatest efforts." As a politician he was a consistent Tory, and one who was never reconciled to the principles of Reform. He was master of the Badminton hounds from 1835 to his death in 1853, drove a famous team of skewbalds, which was one of the sights of many London seasons, and he earned the gratitude of all cricketers by his invention of the seductive beverage known as "Badminton."

The sixth Duke of Marlborough, elected in 1845, will be long remembered as a sensible, honourable, and industrious public man, and as the most popular Viceroy of Ireland since the time of Lord Fitzwilliam. He entered public life in 1844 as member for the family seat of Woodstock, but having espoused the cause of free trade in opposition to the views of his father, whose influence was paramount, he was obliged to apply for the Chiltern Hundreds. It was to the Duke of Marlborough that Lord Beaconsfield addressed his historical letter announcing the dissolution of 1880 and calling attention to the dangerous

state of Ireland in those prophetic sentences which have since been so amply fulfilled.

The Duke began the dispersal of the artistic treasures of Blenheim, which was completed by his son. In 1875 the Marlborough gems sold at Christie's for £10,000. Later the Ansidei Madonna, by Raphael, and Vandyke's Charles I. went to the National Gallery for the huge sum of £87,000, and famous canvases by Sebastian del Piombo and Rubens to the Berlin Museum and to the mansions of the Paris Rothschilds. Puttick and Simpson sold the Sunderland Library for £56,581 between 1881 and 1883, and in the latter year the Blenheim enamels were disposed of for £73,000.

In 1840 the Squadron deplored the loss of one of its greatest members when the Earl of Durham died suddenly at Cowes, where he was contemplating taking a house with a view of renewing his interest in yachting.

We take it that the great merits of Lord Durham's career were hidden from many of his contemporaries by the fierce dissensions which were aroused by the Reform Bill, and also perhaps by the peculiarities of his own nervous temperament. He died too early to survive the first, and the last were taken more seriously than would have been the case in quieter times.

The memoirs of Lord Durham's contemporaries are full of stories of his brusqueness and irritability, how he would flounce out from a Cabinet meeting like an angry schoolgirl, or speak with such bitterness in the House of Lords that his own good sense prompted him to apologise the next day with the pathetic plea that his mind was torn by the unsupportable bereavement which he had sustained in the loss of his son.

There is an amusing story of an incident at Lambton which relates to his reputation for irritability. Lord William Lennox, Slingsby Duncombe, and John Mills were at breakfast, and the two last were discussing their host's temper. Mills characteristically declared it was awful; Duncombe, on the other hand, contended that, apart from politics, "Durham was as mild as a mushroom and meek as an emulsion." Lennox, by way of

concluding the discussion, quoted Don Juan as applicable to the case—

> "In short, he was a very pretty fellow,
> Although his woes had turned him rather yellow."

Lord Durham in the meantime had entered the room unnoticed, and insisted upon Lennox repeating the lines, which he took in very good part, saying, "I'm glad to hear I'm a pretty fellow, but I am more indebted to nature than to grief for my colour."

It is strange at this time to read the comments of the public prints of his day upon Lord Durham's policy in Canada, when that policy has been so amply vindicated by its results. "Lord High Seditioner" was the epithet which commended itself to the *Times* in 1838, in connection with his Quebec Ordinances, and no weapon was thought too ignoble with which to attack Lord Durham. His opponents complained of what they called his royal progresses through the colony, until he was forced to explain that he had not even charged the country with his travelling expenses, and that these expeditions cost his private purse £10,000. There may have been some consolation for him that the greater minds of his time, like Mill, recognised what has since been universally acknowledged, that his famous Report "laid the foundations of political success and social prosperity not only for Canada, but for all other important colonies." But the weak-kneed policy of Melbourne, which abandoned him to the clamour of his enemies, and a deep sense of personal failure in an undertaking which had in reality been a triumphant success, broke his heart. As was said at the time, "his proud and sensitive spirit could ill bear the humiliations which were forced upon him, and he died a broken and disappointed man," regretted by the few who recognised his fine character and honourable integrity and by numbers of poorer people who had shared his open-handed charities.

Under the new regulations of the Squadron, the royal cups, as we have said, came to be shared by a great variety of classes of yachts. In 1837 the race for King William's last cup was con-

fined to boats of the first class, those of forty-five tons and under, and fell to Mr. Meiklam's *Amulet*, after a good race where fifty seconds only separated her from Sir Robert Harland's *Will-o'-the-Wisp*.

In 1838 the first of the Queen's Cups, which was sailed for on the 17th August, the Duchess of Kent's birthday, was made the occasion of an experiment in handicapping by time allowance. The race was open to yachts of all classes, and produced a list of six entries, ranging from the *Dolphin* schooner, 217 tons, of Mr. Ackers to Mr. Spencer de Horsey's cutter *Union*, of 48, and including the *Alarm*. Time allowance of three minutes for every ten tons of difference was reckoned at the start, and the weather being almost a calm, the crudities of the arrangement were not so apparent as on some other occasions. Mr. Weld had the distinction of winning the first Queen's Cup, after a drifting race which finished at 10 p.m.

In 1839 the Queen's Cup was given to the schooners, and went to Mr. Ackers' *Dolphin*, which beat Mr. Talbot's *Galatea* by thirteen minutes. The Queen's Cup of 1840 was sailed for by three cutters, ranging from 90 to 107 tons, and was won by Mr. Moore's *Reindeer*, the largest of the three. The race was marked by one of those distressing accidents which must occur at times in most forms of active sport. In hauling in the main-sheet in going about, the *Reindeer's* racking gave way and two men were carried overboard. The men of the light-vessel at the Nab launched their lifeboat, picked up one man, and signalled the *Reindeer* of the fact. Mr. Moore's skipper misunderstood the signal, and concluding that both men were safe, continued the race. Lord Powerscourt's *Antelope*, which was close behind, picked up the second poor fellow dead. On hearing what had happened, at the finish of the race Mr. Moore, who was very much distressed, handed the cup to Lord Powerscourt, and determined to abandon racing altogether, after making provision for the widow and children of the drowned sailor.

In 1841 the Queen's Cup was bestowed upon the small cutters, and went to the *Aurora* of Mr. Beach. In 1842 the schooners

again competed for the trophy, which was won by Major Lyon's *Circassia*. In 1843 Mr. Cooper's *Eudora* took the cup in the 50 to 75 cutter class. The race for 1844 presented a novelty in a change of course, when the large cutters sailed round the island for the Queen's Cup, which was again won by *Alarm* from *Owen Glendower*, at that time owned by Mr. N. Barwell. Sir Bellingham Graham took the cup of 1845 with his schooner *Flirt*, of 132 tons, and in 1846 the cup was again given to the schooners, when Mr. Hope in his *Zephyretta*, of 180 tons, beat Mr. Ackers' large three-master *Brilliant*, of 393 tons.

Although this classing of yachts was inevitable in view of the proved superiority of the large vessel over the small, it was by no means popular, and during these years the Committee had frequent difficulty in procuring entries for particular races. The stewards, indeed, often found it necessary to change the class at the last moment and to give the prize to such vessels as happened to be at Cowes in sufficient numbers. At other times, as in 1840, they endeavoured to entice entries in the large-cutter class by increasing the value of the Club Cup, but without success, and it was devoted to a race between some of the few square-rigged vessels then on the list, and was won by Mr. Almon Hill's topsail schooner of 118 tons.

Meanwhile the Sailing Committee continued their experiments with a view to discovering a system of time allowance for tonnage which would enable boats of different sizes and rigs to meet on equal terms. Their first experiment of 1837 was on the lines of that initiated at Cherbourg, and was as great a failure. The club gave a cup for yachts of any rig or size, which were started in classes at intervals calculated upon their tonnage. Cutters under 40 tons started first, those between 40 and 50 six minutes later; while the larger vessels were handicapped in very arbitrary fashion. Thus the *Iris* cutter, of 125, allowed the first starters twelve minutes; the schooners *Menai* and *Dolphin*, of 175 and 212 tons, gave them thirty minutes, while the *Alarm* cutter, of 193, was penalised to the extent of forty-eight minutes.

The novelty of the race attracted a large entry, but the result only served to exhibit the injustice of the new method. The classes which started first, including *Iris*, had a north-east wind, had weathered Old Castle Point, and escaped the worst of the tide before the *Alarm* got under weigh. By this time the wind had backed to east. Mr. Weld had to meet the whole strength of the tide, and was engaged in going about until after one o'clock, by which time the smaller classes had rounded the East Middle Buoy.

In the circumstances it is not surprising to read that Mr. Paterson's *Zadora*, a cutter of 38 tons, won by eight minutes from the *Blue-Ey'd Maid*, of 50. *Iris* finished third, and it seems pretty clear that in such conditions the classes were almost certain to finish in the order in which they started.

The next experiment of the Committee in handicapping was in 1841, when they got nearer to modern ideas by starting all yachts together and calculating time allowance at the finish. The club in that year presented a cup of £100, open to boats of any tonnage and all varieties of rig. The race was sailed over a course from Cowes to a boat moored off Gurnard; thence round the Noman and the Nab and back to Cowes, the whole measuring some forty-five miles. The novelty was the time allowance of one second per mile for every ton of difference between competing vessels. The mystery of the working of such a scheme appears to have been attractive to all classes, for there were eleven entries, ranging from the *Nymph* cutter, of 31 tons, to the *Brilliant* schooner, of 393. The cutters were mostly of moderate tonnage, headed by the *Talisman*, of 87, belonging to Mr. Meiklam.

The sailing was exceedingly even on the whole, considering the disparity of the competing boats in point of size. The *Brilliant* gave up early in the race, and the *Talisman* finished first at 5 hrs. 21 min. in the afternoon, the last boat being only twenty-four minutes later. The time allowance, however, gave the race to the sixth boat past the mark-boat, the little *Phœbe*, of 33 tons, which arrived nineteen minutes and some

seconds after the *Talisman*, the *Phœbe* being well within her allowance of forty minutes and three seconds.

Two years later the Committee again took the whole subject of handicapping into their consideration. They reclassified yachts under two headings—cutters and schooners. The cutters were divided into four classes: the first of 30 tons and under 50; the second of 50 and under 75; the third of 75 and under 105; the fourth of 105 and upwards. Schooners were placed in two classes: the first of those under 140 tons, the second of those of 140 and over.

With the reclassification the Committee adopted a new system of time allowance calculated on tonnage and the distance of the course, devised by Mr. G. H. Ackers, a member of the Squadron, and known as Ackers' Graduated Scale and adapted to the Queen's Cup course of forty-five miles, proportionate allowances being made for longer or shorter courses.

These and some other arrangements, which resulted from the zeal of the club officials in 1843, wrought a great improvement in matters at Cowes, and the regattas of that and the few following years were perhaps the most brilliant and successful since the foundation of the club. One most popular measure was that which gave a cup for the first of a series of races to be sailed for by yachts belonging to any royal yacht club in the kingdom. This event brought a great muster of vessels into the Solent in 1843, chiefly from the Thames. The entries were limited to yachts under 35 tons, and eleven small cutters started over a course twice round the West Buoy, Brambles, the Lepe, and the starting-boat off the Castle. There followed a very good race, marked by much clever manœuvring, which was won by the *Champion* of Mr. H. Gunston, a name very famous in the early records of Thames racing.

The same event in the following year (1844) produced one of the finest races ever witnessed at Cowes. Here the vessels were limited to 25 tons, fourteen of which—all belonging to the R.T.Y.C.—appeared at the starting-boat. *Bell's Life* thus de-

scribes an incident of the contest, which was sailed in heavy weather :—

"Intense interest was excited on shore to view the vessels on the clearing away of the hailstorm, many being fearful of the result, and anticipating some accident to the yachts, all of which, however, gallantly contended against wind and weather, although at times they were obliged to haul down their foresails, their decks being literally under water. Off the Brambles a heavy sea struck the *Bluebell* and carried away her bowsprit. The wash of the sea took the coil of the *Gnome's* main-sheet overboard ; one of the hands jumping aft to save it was washed overboard, but was hauled in again by the skipper by the main-sheet, who left the helm for the purpose. *Gazelle* now put back, leaving the lead to the *Mystery*, followed by *Gulnare*, *Champion*, *Gnome*, and *Phantom*, in which order they rounded the Lepe Buoy. The *Gnome* here ran for the Roads. After a most spirited race the *Mystery* won at 2 hrs. 10 min. by four minutes and a quarter from the *Champion*, *Gulnare* third five seconds later, and *Phantom* last, three and a half minutes after *Gulnare*.

"The seamanlike manner in which the yachts were handled reflects the greatest credit on the distinguished club of the Thames, and many were the encomiums passed on them by the leading members of the Royal Squadron. One may judge of the weather when scarcely a yacht of the Squadron showed out on the occasion ; there were but two or three, and amongst them the beautiful *Pearl*, and she kept with them as if to render assistance should any have been required."

The winner of this spirited race, which was owned by Lord Alfred Paget, was bought by Lord Seaham for £500. Two days later his lordship led the little Thames fleet up the Solent, and after some manœuvres in squadron, saluted Commodore Lord Yarborough's flag in the *Kestrel*.

Another interesting feature of the same regatta was a race for the Club Cup by the large schooners, sailed under Ackers' scale, round the island, a race which produced some exciting incidents. A strong south-west wind at the start had increased to a gale off the Nab, which was rounded by the yachts in a cluster. Off Dunnose *Zephyretta* fouled *Brilliant*, lost her bowsprit, and had to return to Cowes. Later *Galatea* dipped her nose into a heavy sea and sprung the head of her bowsprit,

"whereby the step of her foremast was unshipped, and her mast fell aft, and was only prevented from going by the board by the main rigging." The *Brilliant* abandoned the race, and generously went to the assistance of the disabled schooner. This left the contest to the only two vessels which had not been disabled or driven into port, the *Georgian* and the *Xarifa*. The last of these subsequently lost the earing of her mainsail, and the *Georgian* finished the course alone.

Under the new dispensation of classes and time allowance it was difficult for any yacht of this period to declare her superiority, but it is probable that Mr. Congreve's *Corsair* was the most notable cutter of the times, if we exclude the *Alarm*. The *Corsair* first appeared in the list in 1842, was of middling size (84 tons), and was regarded as the latest and finest production of Michael Ratsey's famous establishment. Her chief competitor was the *Talisman*, belonging to Mr. Meiklam, a cutter of 61 tons, which Joseph White had launched for her owner a year earlier. A very sportsmanlike race between these two boats was another attractive feature of the season of 1843.

The owners agreed on a blue-water course from Yarmouth Roads round the Eddystone and back, a distance of 224 miles as the crow flies, and both vessels were to shape their course as their masters saw fit, and to carry what sails they pleased. We read of picked crews of about twenty hands aboard of each of the yachts, including experienced Channel pilots, and of Mr. Congreve taking D. Brown, of Yarmouth, as sailing-master, and invoking the aid as well of Corke, the master of the *Alarm*. Mr. Meiklam's sailing-master was Long senior.

The start took place on Thursday, the 29th September, at 3.30 p.m., in a brisk gale from the E.N.E., which held through the night and the forenoon of Friday. *Talisman* had the best of the run out, and rounded the Eddystone well ahead. She kept the lead until the weather moderated off Portland, on the return, where *Corsair* passed her. There still remained a fine

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race between the boats, which was decided in favour of *Corsair* at 7.6 a.m. on Saturday, the 1st October, the *Talisman* being only four minutes and four seconds behind. It was computed that the yachts sailed 360 miles in thirty-nine hours and thirty-eight minutes, and the race was certainly creditable to all concerned. "From the general opinion," says *Bell's Life*, "the *Talisman* had the decided advantage in heavy weather, and the *Corsair* in smooth water and light winds." The match brought Mr. Congreve the stake of £500, and created great interest among the friends of both competitors, who awaited the result at hotels down the coast, Lord Ormonde, Lord and Lady Charles Beauclerc, Lord Belmore, Mr. W. White, and others accompanying Mrs. Congreve to the "George," at Yarmouth, to await the arrival of the winning boat.

This sporting race was in strong contrast to another which was arranged between the Duke of Marlborough's *Wyvern* and Mr. Hope's *Zephyretta* in 1845. These sportsmen sought to emulate Mr. Congreve and Mr. Meiklam by choosing the Eddystone course and by making the stake £1,000. The vessels started on the 17th September, but they met such heavy weather south of the island that the *Wyvern* ran incontinently for Shanklin and the *Zephyretta* for Portsmouth, much to the derision of the local Press, which declared that "many a fruit schooner would have weathered the breeze, and would certainly have contended longer for the thousand pounds."

There were two races in the same season which have some historical interest as the first in which iron-built yachts were sailed at Cowes. Lord Anglesey, the Duke of Beaufort, Lord Suffield, and others subscribed a purse of £70, in order to determine the relative merits of wood and iron in yacht-building. *Fawn* and *Secret* represented the old material, *Belvidere* and *Bluebell* the new. *Fawn* and *Belvidere* were both disabled by having their masts blown out of them, and the race, still contested by one of each persuasion, fell to wood with the *Secret*, a yacht built and owned by the brothers Wanhill, at Poole. This race was sailed on the 20th August.

On the 23rd of the same month the verdict as between wood and iron was reversed in a race for a cup given by Lord Fitzhardinge by the victory of Mr. Twysden Hodges' *Ariel*, of iron, over the *St. Margaret*, of wood, thus leaving the question unsettled.

The taste for cruising, which we saw developing to great proportions in the reign of King William the Fourth, suffered no decline in the early years of Queen Victoria. We read in 1846 that the privileges of men-of-war had been conceded to yachts of the Squadron in the ports of Belgium, Denmark, Holland, France, Germany, Naples, Norway, Portugal, Spain, Russia, Sweden, and Tuscany, a list which is significant of the width of the voyages of the English yachtsman of the period in European waters. Mr. Lyon, Lord Dysart, Sir Hyde Parker, Lord Exmouth, Lord Lovaine, Earl Grosvenor, Mr. G. Bentinck, Mr. E. N. Harvey, Lord Powerscourt, Mr. Ponsonby, were all members who were distinguished for a love of blue-water sailing. Lord Canning lost his schooner, the *Gondola*, in Smyrna Bay in 1841. Mr. John Fleming had a cruise in the Mediterranean marred by two distressing accidents in 1846, when her master, Howard, was washed overboard, and when a few weeks later his boat capsized in the Tuan River, on the coast of Barbary, and drowned four people, including a gentleman passenger.

Mr. Smyth Pigott, in the *Ganymede*, was a notable disciple of the cruising school, who lived on his yacht all the year round, and spent most winters in the south, Mr. Pigott, "who is devoted to yachting and a very experienced sailor, and one of the most active members of the spirited aquatic fraternity of the R.Y.S.," as *Bell's Life* records. "His vessel, for man-of-war-like efficiency, order, trim, and discipline, is the beau ideal of the English gentleman's yacht," as we are told. There were civilities at Naples in 1844 between the Prince of Syracuse and Mr. John Fleming of the *Syren*, Mr. T. W. Fleming in the *Isis*, and Mr. Delafield of the *Esmeralda*, which show the ubiquity of the Squadron yachts. They took the Prince over

to Capri, and later Sir C. Ibbetson's *Anaconda* raced the Prince's *Crusader* in a match of twenty-five miles, and beat her handsomely. She also sailed an informal match with two of the fastest Russian corvettes on that station in the same week, and sailed round them both, much to the chagrin of the commanders.

When the time came for the betrothal and marriage of the young Queen, the members of the Squadron were sure of the added patronage of Her Majesty's Royal Consort. Said a paragraph of 1840, "The Prince Consort has been graciously pleased to intimate to the Commodore his willingness to become a patron of the Royal Yacht Squadron," and thereafter the Prince Consort's Cup ranked with that of the Queen as a coveted prize of the regattas.

Cowes and the Squadron had many occasions of gratifying their enthusiasm for their Sovereign. Whenever the Queen appeared in the royal yacht to see the progress of the palace building at Osborne, the best vessels of the yacht clubs put out to form an escort for Her Majesty, and when she set sail for Treport, on her visit to the King of France in 1843, the *Kestrel*, *Reindeer*, *Galatea*, *Falcon*, *Charlotte*, *Cynthia*, *Columbine*, *Corsair*, and *Louisa* very adequately represented the fleet of the Squadron. There was certainly no happier and prouder town in the kingdom than Cowes when on November 9th, 1841, "a royal salute was fired from the Squadron battery," on receipt of the intelligence of the birth of the Prince of Wales.

There are certain domestic matters of the Squadron which seem worthy of mention, such as the death in 1840 of a faithful servant of the club, Mrs. Kendal, the housekeeper, whose good management and good cookery had been long appreciated by all members using the club-house. In 1838 we see the Rev. J. S. Atkinson succeeding the Rev. Samuel Kent as Chaplain to the Squadron.

It was a fellow-feeling, no doubt, born of the often-experienced dangers of the French coast, which induced the committee to

vote fifty guineas to the *Société Générale des Naufrages* of France. The club, too, was certainly well advised when in 1838 it voted a hundred guineas to the excellent Mr. Briggs, R.A., for a portrait of its Commodore, a portrait of great merit, which still adorns the dining-room at the Castle. This portrait was later the subject of a fine plate in mezzotinto by G. R. Ward, which in 1841 was submitted to the May meeting, and approved by the assembled yachtsmen, "both as a likeness and a work of art," a copy being sent to each member of the club.

The Committee appeared to deal with the great question of steam-engines in yachts in a more or less humorous spirit in 1843, when they passed a resolution "that steamers belonging to the Squadron shall consume their own smoke." It is difficult to decide whether to take this resolution seriously, but it is clear that the question was moving, for in 1844 we find at last the steam yacht acknowledged by the authorities by the minute—

"No steamer of less than 100 horse-power shall be qualified for admission into, or entitled to the privileges of the Squadron."

In 1844 it was decided that the annual ball during the regatta week should thenceforward be an entertainment of the club itself. Hitherto it had been a public ball, to which the Squadron contributed the room, and joined with the local notables and visitors in the subscription which provided the feast. The change may have been in consequence of an incident at the ball of 1842, when two men, who gave the name of Watkin and Howard, impudently joined the party, and were found with their hands in the pockets of the guests.

"During the last two or three years," wrote the *Sporting Magazine* in 1846, "yacht clubs have been springing up all round the coast—royal yacht clubs for the most part, for these societies have very fitly been held worthy of the Sovereign's countenance." We have here a contemporary allusion to the rapid growth of organised yachting, which had already attained very generous proportions. The pioneer work of the Squadron during the

H.P. Briggs R.A. pinx.

Walker & Cockerell ph.sc

The Earl of Yarborough
1st Commodore of the R.Y.S.

first thirty years of its history had been imitated by lovers of the pleasure vessel in many parts of the three kingdoms, with the result which struck the contributor of the *Sporting Magazine*. Of the sixteen chief clubs which were prosperous concerns in 1846, the Royal Thames was the largest in point of numbers of vessels on its list, though they were of small tonnage. One hundred and forty-six yachts flew the Thames burgee, with an aggregate tonnage of 4,400, and employing 540 men. The Squadron was, of course, easily ahead in general importance, both in the size of its vessels and the number of men it employed. Its 102 yachts measured 9,000 tons and engaged the services of 1,600 men. The Royal Western, at Plymouth, had a fleet of seventy-four yachts and employed 400 hands. The other royal clubs — the Southern, the Victoria, the Harwich, the Cork, Mersey, Northern, Eastern, and Kingston Clubs—had fleets averaging about forty vessels each. The whole yachting fleet of the royal yacht clubs of the United Kingdom was estimated by this writer at 530 vessels, with a tonnage of 25,000, employing 4,700 men, and carrying 1,500 guns. The value of this pleasure fleet was estimated at £750,000, and the wages of the crews exceeded £120,000 a year. It would appear that the custom of arming yachts, which we noticed in an earlier chapter as a probable survival from the troubled days of privateering, continued in full force until the middle of the century at least. The Squadron alone, considered as a fleet, had an armament of 400 guns, which would give an average of four guns apiece for each yacht, and the fleets of the other clubs were armed in a like proportion. "All the yachts," we read, "beside their broadside guns, are provided with arms of every description, and the crews in most cases are instructed in the use of them." We learn that in the Squadron and the Royal Victoria Yacht Club the guns were of brass varying from two- to nine-pounders, those of the Royal Thames and the Cork Clubs from one and a half- to six-pounders, and of the remaining clubs from one- to six-pounders.

We shall see later that a totally independent school of yacht-

ing was establishing itself in America, which was at present ignored altogether by English yachtsmen; but in Europe yachting remained almost exclusively a British sport. There is, however, mention of a single foreign club in 1847, when it was recorded that a club had been founded at St. Petersburg under the patronage of the Czar Nicholas, with Prince Lubinsky as its Commodore. Mr. Lyon sold his schooner *Georgian* to a member of the new club, Lord Keane his *Syren*, and Joseph White built a cutter called the *Reindeer*, which sailed for St. Petersburg in that year.

The way in which the sport was regarded on the Continent may perhaps be gathered from a communication of a Frenchman to one of the newspapers of 1845.

"Yachts constitute a luxury of which no idea can be formed in France. The luxury of wealthy islanders loving to roam the world at their ease and pleasure.

"Every Englishman of fortune who is fond of the sea keeps one or several yachts, just as he keeps his carriages and horses. The elegance and distribution of each vessel are characteristic of the lady who presides over its deck or the sybaritism of the gentleman to whom it belongs.

"A yacht is considered as much a racer as any horse at Newmarket, and the sailor by whom it is navigated is, in fact, the mere jockey of the regatta.

"Just as the gentlemen of the Turf have portraits taken of their favourite horses, the members of the Royal Yacht Club order sketches of their yachts, of their feats, their triumphs, their perils.

"Amongst others, a London brewer of the name of Perkins is the owner of several yachts which are used by Mrs. Perkins as so many barouches or landaus for her morning visits. A short time ago she arrived at Cherbourg in one of her yachts to call upon a lady of her acquaintance.

"They gossiped over new novels and new Irish melodies, and in the sequel Mrs. Perkins kindly offered to return to England and fetch some new songs which were then much the fashion among the fair melo-maniacs of London.

"One morning shortly afterwards Mrs. Perkins again made her appearance with a roll of music in her hand. "You positively must stay and dine with me," said the fair friend whom she had exerted herself to oblige. "Can't indeed, my dear," replied the yachting lady. "I must be off immediately; I have

promised the wife of the British Consul at Cadiz to drop in upon her, and I know she is expecting me"; and away went Mrs. Perkins to Cadiz, and then back to London, just as if she had been taking an airing to Richmond. It was probably the same lady whom the officers of the *Luxor* met at Alexandria."

Although many of the new clubs confined their operations to local waters, the monopoly of the Squadron in the Solent now came to be shared by the Royal Thames and the Royal Victoria at Ryde and the Royal Southern at Southampton. We have seen how brave a show was made by the Royal Thames Club in the cup races so happily initiated by the Squadron in 1843, and what an attractive feature of the regattas were the performances of the little cutters mainly hailing from that famous institution.

In 1846 the Royal Victoria Club established a very sporting reputation at its regatta at Ryde, where its four cups and that of the town produced some excellent racing, and the liberality of its programme was rewarded by a very successful meeting. The Queen added much distinction to the race for the Town Cup by following the competing boats in the royal yacht.

With the multiplication of yacht clubs arose those feelings of rivalry which are, perhaps, inevitable, and of which the *Sporting Magazine* was apt to write with much relish. Most of the scandal of yachting may be read in back numbers of that periodical, which appeared to be never so happy as when detailing the history of some quite trivial squabble. The same magazine favours us with its views on the Squadron at this time, which, as impartial historians, we will quote.

"In the Squadron things are still aristocratic enough, though they are far from gentle. A feud is brewing which threatens to draw blood another day. Some time ago a gallant Earl who has attracted a good deal of notice in his military capacity was proposed for ballot as a member and duly blackballed. His proposers and friends took fierce umbrage at this, and threatened to blackball everyone that should in future go for election, no matter who it should be. Now as one black ball in ten does the business, a score or so could hold the electoral Thermopylae against the whole force of the society brought together at its quarterly meetings."

This is, we believe, an allusion to the rejection of the Earl of Cardigan at one of the ballots, and there may be a reference to the subject in the following minute of a meeting held in 1845: "A proposition withdrawn under the hope that a more conciliatory spirit would in future prevail at the election of members, to avoid a disunion which might in the end endanger the existence of the club." If we are right, that spirit duly appeared, for Lord Cardigan was certainly elected with the *Enchantress* in 1849. In any case, the incident was one which concerned the members of the Squadron alone, and was unsuitable for discussion in the columns of the *Sporting Magazine*.

We are afraid, however, that the Royal Yacht Squadron was not regarded with the most amiable feelings from all sides. What the grievance was it is difficult to determine. The *Sporting Magazine* does not hesitate to give expression to it, though there is little statement of the offence. "A bitter spirit is in existence against this society in other quarters besides at home. It enjoys certain privileges likely to create jealousy." What these privileges were it is also difficult to determine, or how enforced. The Squadron had, by dint of much correspondence and the exertion of much energy at Government offices, secured valuable privileges in foreign ports, but these were shared as time went on by all other royal yacht clubs which took care that their members conducted themselves properly and complied with the regulations, which was not invariably the case. The Squadron had a privilege of landing at the sally port at Portsmouth, which in itself was no huge boon. They had the countenance of the Royal Family, but this was surely a matter which rested between the Sovereign and the body of gentlemen she chose to distinguish with her patronage. The same patronage has not been lacking to other institutions of the sort. The only other grievance one calls to mind is the eternal one of the social status of particular individuals or societies, and this surely was a matter entirely for the consideration of the members of the Squadron itself. The *Sporting Magazine*, however, refused to

be comforted. "I believe I am not alone in anticipating a heavy blow for the Squadron when the day shall arrive—may it be long averted—that shall deprive it of its truly noble, truly amiable Commodore. Lord Yarborough has indeed been the star of its fortunes, steering by which it so long avoided the waters of strife, his banner of peace ever streaming in the van."

This writer was indeed a prophet of evil, for almost at the moment he was penning these words came the Peninsular and Oriental Steam Packet Company's vessel, the *Queen*, with the news that Lord Yarborough had died suddenly at Vigo on board of his beloved *Kestrel*. "The noble Earl left Cowes in July last," wrote *Bell's Life* of September 20th, "and had been cruising up to the moment of the melancholy occurrence, being unaccompanied by any of his family."

It was on the 24th of September, a Thursday afternoon, that the *Kestrel*, under the command of the master, Mr. George Johnson, arrived in the roads of Cowes from Falmouth with the body of the late Commodore lying in the *Kestrel's* cutter, amidst the unfeigned sorrow of the little town which owed so much to his high-minded benevolence. The *Kestrel* took on its burden to Grimsby for burial at Brocklesby, and the little cutter was rigged as a model of the *Kestrel* and placed upon the lake. The vessel itself was purchased by the Government.

The loss to the Squadron of Lord Yarborough at the relatively early age of sixty-five was inestimable. He appears to have been a man who went through life without making a single enemy, and one may search the history of the thirty years of his active life as a yachtsman without finding a rumour of any loss of temper or asperity of manner connected with his name, and that in circumstances which were most apt to arouse both. His was a moderating influence which was successful in composing all the differences which arose during his reign in the counsels of the club, and with this unfailing urbanity he managed to combine a presence and an authority which were

never questioned, and were the means of establishing the Squadron in the high position as a social and a sporting institution which he had the happiness to see at its zenith before he died. Of Lord Yarborough's princely hospitality and the dignity which his great influence and fine presence gave to all the functions of the Squadron over which he presided, we have already spoken ; of his benevolence and kindness to the classes below his own position, the memory yet survives in the island.

It remains to say that the Squadron fully appreciated the benefits it had received from its Commodore, and as fully deplored his loss. The Committee proposed a vote of £200 towards "a nautical monument or sea-mark on some appropriate spot in the Isle of Wight" to perpetuate his memory, and themselves took charge of subscriptions from other sources. The memorial which was afterwards erected as a result of these subscriptions stands boldly to this day on Bembridge Down, to remind yachtsmen of the first Commodore of the Royal Yacht Squadron, to whom they all owe so much.

CHAPTER X

THE VISIT OF THE "AMERICA"

1847–1851

THE *Morning Post* of June 1st, 1847, contained an announcement which first admitted the public to the knowledge of certain dissensions among members of the Squadron which had agitated yachting circles since the death of Lord Yarborough. That event was the signal for the fulfilment of the dismal prophecies which had been common during the past few years, and to the loss of yachtsmen at Cowes of that admirable personality was now added the misery which accompanies the state of a house divided against itself. For some reason or other, which it is now neither advisable nor easy to determine, the Marquess of Donegal was unpopular among certain of his clubmates at Cowes, and his decision to offer himself for election to the post of Commodore in the place of Lord Yarborough was the occasion for the very decided manifestation of this unpopularity.

It had been determined at a special general meeting, held on the 20th January, 1847, that the election of a new Commodore should take place at the annual meeting in May. On the 14th May, accordingly, fifty-six members of the Squadron assembled at the "Thatched House," and after deciding that in future the qualification for the posts of Commodore and Vice-Commodore should be the *bonâ-fide* possession of vessels of not less than 120 and 80 tons respectively, the Marquess of Donegal offered himself for the post of Commodore, and was declared elected.

The first sign of dissension was at a subsequent meeting on the same day, when a proposal that the Marquess was not qualified was negatived. Thus the matter rested until the public was taken into the confidence of the dissentients through the medium of the *Morning Post.* This unpleasant business seems one that can hardly escape mention in a work dealing with the history of the Squadron, but we propose to abstain from all comment, which at the best must be unprofitable, and confine ourselves to the announcement which appeared in the *Morning Post*, and to the answer which Lord Donegal communicated to the columns of that journal.

"The protest which we subjoin has been some days in our hands, but as it was sent to us without authentication we refrained from publishing it until we should have ascertained that it was a genuine document. This we have now done, and can only express our regret that the system of secrecy observed in the proceedings of the Yacht Club should make us dependent on garbled statements furnished by the caprice of individuals.

"It is not our fault that in the short account we lately gave of the election of the Marquess of Donegal as Commodore of the Club we were unable to give the following :—

"'The undersigned members of the Royal Yacht Squadron being of opinion that the practice adopted by the Marquess of Donegal of canvassing the members of the R.Y.S. for their votes in favour of his election as Commodore is at variance with all precedent and usage in all other Clubs and Societies of the same description, and that the same practice has tended to embarrass many gentlemen in the free exercise of their opinion in the election of a Commodore from a cautious feeling of dislike on their parts to refuse a request put to them directly and personally, and that it tends also to disparage and render valueless the distinction of being chosen Commodore, that post being solely an honorary one, and one which ought only to be sought or conferred from the undivided and unsolicited suffrages of the club; and the undersigned members being in possession of the fact that many of those gentlemen who have given support to the Marquess of Donegal on this occasion have done so under a misconception of the true state of affairs, having given their promises to the Marquess of Donegal at his personal solicitation, under the impression that the vacant Commodoreship had been offered to Lord Anglesey by the club, or any portion of it having authority to make such an offer, the under-

signed members are of opinion that the election of the Marquess of Donegal is not in accordance with the true sentiments and wishes of the majority of the club, many of whom have been induced to give him their support under an erroneous impression; and the undersigned members hereby, on the grounds above stated, enter their protest against the election which has taken place this day, 14th May, 1847.

BEAUFORT,
G. BENTINCK,
BLANDFORD,
SEAHAM,
COURTENAY PHILLIPS,
R. C. NAYLOR,
WILTON,
S. DE HORSEY,
W. LYON,
C. BULKELEY,
J. R. CARNAC,
GODOLPHIN,
HARDEWICKE,
M. J. HIGGINS,
P. MOSS,
JAS. LYON,
F. DELME RADCLIFFE."

To this protest Lord Donegal replied as follows :—

"SIR,—I am not surprised at your prudent caution and hesitation before you published the protest of certain members of the Royal Yacht Squadron in your paper yesterday. So extraordinary a document, coming in the manner it did, you could scarcely believe to be authentic. However, as I am the object of the attack, amounting to personality, I must claim from you the like indulgence and, what is very disagreeable to me, thereby trespass upon public notice.

"In the outset I feel constrained to deny the assertion of the subscribers to the protest that 'a canvass is at variance with all precedent and usage in all other clubs and societies of the same description.' We have the highest authority that a canvass is a legitimate and becoming mode of appeal adopted in both Houses of Parliament, in public assemblies, in civic offices, and in private clubs and societies, and if there is any truth in their remark, it is because it is the only occasion in which a vacancy has occurred in the Royal Yacht Squadron.

"Seventeen members of the R.Y.S. take upon themselves to arraign an election legally convened and duly held on the 14th May, and that upon most insufficient grounds.

"My first object and desire was that the Marquess of Anglesey should succeed to fill the high office of Commodore of the Royal Yacht Squadron vacant by the demise of our highly esteemed and deeply lamented Lord Yarborough; and it was not until I received a communication from the noble Marquess himself, stating that his lordship had declined being a candidate, that I considered the position of Vice-Commodore, which I had filled,

and then did fill, entitled me to seek the high honour of succeeding to it. It was not without consultation and advice of some I then considered friends that I adopted the only course that could be properly pursued, by application to those who had votes, in order to ascertain my probable success; and this is what these protesters venture to assert, is 'at variance with precedent and usage,' and that I had obtained their support under a misconception.

"The numbers present were 57, of which I had 36, against me, 13; majority for me 23; eight did not vote. Proxies in my favour, 56; against me, 3; majority for me, 53, giving me out of 116 a majority of 97. Two or three hon. members made an objection on the grounds now set forth, and after such a lapse of time seventeen members, some of them of short standing in the club, take upon themselves to protest against the election and dispute the validity of those votes in my favour upon a representation unprecedented by practice and not justified by usage.

"I should be sorry to hold the office should such an imputation be available; and if those seventeen gentlemen out of 116 can support their affirmation, and will produce me under the hands of such a number of those who supported me within fourteen days of this date that they did so under misapprehension of the true state of affairs or under any undue or unbecoming influence on my part, so as to place me in a minority, I will at once assent to the election becoming void. But it is due to the gentlemen whose very kind and uncontrolled support I have had to defend them from the imputation now made and to remove the stigma attempted to be thrown upon me.

"Your obedient servant,

"Lowndes Street." "DONEGAL.

We may perhaps lighten the gloom of the account of these proceedings by quoting some humorous verses in which Lord Winchilsea dealt with them:—

"When Time took old Yarborough down by the stern,
And the *Kestrel* returned with the Commodore's urn,
There was mourning at Cowes, lamentation at Ryde,
For the jolly old tar was the whole Island's pride.

"He was bluff in his bearing and broad in his beam,
His club was his child and its doings his theme,
He had seen it grow up, he had fostered it well,
And delivered it sound to the guidance of Bel.

Walker & Cockerell ph.

The Marquis of Donegal
2nd Commodore of the R.Y.S.

"Ere the funeral was over the wrangling began,
On the much-approved Cowes Royal Yacht Squadron plan;
Some wanted a sailor, some wanted a duke,
Some wanted a Commodore with a good cook.

"Some spoke of Lord Wilton and some of Lord Bel,*
Some thought that the Marquess † would do quite as well;
Some talked of themselves and their nautical feats,
For your Nab-going Nelsons are positive treats.

"Some backed and some filled, some stayed and some wore,
Some stood out to sea and some sniggled in shore,
Some said, 'If he'd give up, the sooner the better,'
Some twiddled their thumbs and some talked of a letter.

"Then out spoke George Bentinck, so bluff and so bold,
The yarn I shall spin you is very soon told;
You may choose him indeed, but he won't do for me,
He may suit Hyde Park Corner, but I'm off to sea."

The Commodoreship of the Marquess was thus initiated under the worst of auspices, and it cannot be said that the gloomy apprehensions which were excited by its circumstances were in any way belied during the short time he presided over the fortunes of the Squadron. Sir Bellingham Graham was elected to the Vice-Commodoreship, rendered vacant by the elevation of Lord Donegal.

At the first annual dinner at Cowes under the new Commodoreship a poor forty members supported the Commodore and Vice-Commodore, and we read that "the noble Marquess, in a warm-hearted speech, breathed a feeling of anxious welfare to the club." He concluded with the toast "Prosperity to the Yacht Squadron, and may they never have stronger breezes than is requisite for fair sailing." It was an admirable sentiment, and one regrets to read that Lord Wilton had inconveniently fixed the same evening for a private banquet of his own, at which appeared many members of the club, who in happier times might have assisted at the hilarity of the Squadron banquet. We note that the Marquess of Ely, Sir Godfrey Webster, Sir W. Payne Gallwey, Sir John Bracken-

* Lord Belfast, Marquess of Donegal. † Anglesey.

bury, Captain Ponsonby, Captain Keppel, and Mr. Harvey, and a distinguished guest in the person of Prince Louis Napoleon, were among those who supported propriety and tradition at the club-house.

We have no list of Lord Wilton's guests, but a facetious contributor to *Bell's Life* informed the public that they consisted chiefly of gentlemen "who had got the blues," and continued pleasantly, "The appointment of surgeon to the Squadron is a very necessary one, and we hope that there has been enough of blue pill administered to restore that model for our princely and ducal Navy to a state of convalescence."

The short and troubled Commodoreship of Lord Donegal, however, was soon ended, for his resignation was announced in August of 1848, just before the proceedings of the regatta, which were conducted for that season by the Vice-Commodore, Sir Bellingham Graham. On September the 1st of the same year the Earl of Wilton was unanimously elected Commodore in the place of Lord Donegal. In 1850 Sir Bellingham resigned the Vice-Commodoreship, and was succeeded by Mr. C. R. M. Talbot, who may be regarded as the prophet of the fore-and-aft schooner from the earliest days of his career as a yachtsman.

It was not to be expected that the dissensions which had been excited by the events we have noticed should disappear immediately upon the retirement of Lord Donegal. The Squadron had been divided into what were practically two hostile bodies which were unable to coalesce at a given moment, and it is not surprising to find an air of strife and unpleasantness over the records of the Solent racing for the next few years.

There was a continued difficulty in obtaining entries for almost all the principal races, and that not only at the Squadron regattas, but also in those organised by the Victoria Club at Ryde. "No boat will enter for cups," said *Bell's Life*, "unless filled with Her Majesty's likenesses." Any ordinary and natural decision of the Sailing Committees was sure to be dis-

puted by some of the malcontents. "There were high words and bickerings near the platform," it seems, in 1847, when the race for the Queen's Cup was quite properly postponed for lack of wind. The Royal Thames Yacht Club felt aggrieved as a body when the course round the Brambles for the Club Cup for yachts of royal clubs was substituted by that round the island, showed their resentment by abstaining altogether, and the race was sailed by three little cutters built by Wanhill, of Poole, the only competitors.

Bell's Life declared that the dissensions at headquarters were reflected in the very aspect of the Solent, where many of the Squadron yachts ostentatiously flew the ensign and burgee of the Royal Western Club. "The good old days of the regattas have vanished," said that journal, "when Cowes was the focus of attraction, when visitors flocked from all parts, when neither love nor money could procure a bed, and when lords and dukes were content to repose on the carpet with a rug only for a pillow."

The racing in these depressing circumstances naturally reflected the troubled state of affairs, and calls for less comment than usual. The Queen's Cup of 1847, given to the small cutters, fell to *Heroine*, 26 tons, belonging to Sir J. R. Jarnac. In 1848 it was won by the *Sultana*, 100, of Mr. R. C. Naylor, after a good race in a stiff wind, from the old *Arrow* of Mr. Weld, now in the possession of Mr. Thomas Chamberlayne. In 1849 the cup fell to Mr. Lambton's *Cygnet*, of 33 tons, in a race open to all tonnages, after a failure to obtain sufficient entries in the 50 to 75 ton class. In this race the inconvenient method of allowing time for tonnage at the start was again revived. The *Arrow* won the cup in 1850, and the *Bacchante* cutter, of Mr. B. H. Jones, in 1851.

Most of the now fashionable schooners met in the various races for Prince Albert's Cup during the same years. The *Magic*, *Esmeralda*, *Flirt*, *Proserpine*, *Fernande*, *Mirage*, *Destiny*, *Titania*, and *Ballerina* were notable among those of the smaller class of 150 and under. In the larger the *Gitana*, *Capricorn*, *Wyvern*,

Brilliant, *Gipsy Queen*, *Beatrice*, and *Constance* were the most prominent yachts. A feature of the Prince Albert Cup of 1848 was a gale of such outrageous violence that the starting gun had to be taken to Egypt so as to get to windward of the yachts in order to be audible, and the qualifying members who had to be on the yachts were unable to get aboard. The preparatory gun in these terrifying circumstances was not unnaturally taken for the starting gun, and there followed an abortive race between *Enchantress*, *Wyvern*, and *Brilliant*, in which the *Wyvern* had a mast blown out of her, and reached safety in Portsmouth Harbour with difficulty.

There were few races of importance beyond those for the Queen's and Prince Consort's Cups. A Club Cup for £100 for a race round the island in 1850 was open to yachts of all tonnages with no time allowance and produced a list of eight starters, ranging from the *Freak* cutter, of 60 tons, to the *Brilliant* schooner, of 393, and including the *Alarm*. How delusive the advantages of large tonnage may be in certain conditions was proved by the result of this contest, which was won by the *Arrow*, of 84 tons.

The beneficent arrangement which offered cups to the royal clubs was only adopted in the years 1847 and 1851, when, as we have said, there were few entries and no enthusiasm. The depression at the headquarters appeared in all the functions of those gloomy years, and the proceedings at Cowes were a mark for the facetious reporters of the sporting Press.

"We wish they would send the Queen's Cup to the Royal Thames Yacht Club," said *Bell's Life* in 1849, "and then we should have a race worth recording. The numerous fashionable assemblage did not throng the parade to witness the departure of the yachts, and those who did go only witnessed one gingerbread stall and a razor-grinder's machine, which was placed near the R.Y.S. club-house. Fortunately no suicidal act has been committed."

We may turn with advantage from this uninteresting period of Solent yachting to consider the personalities of some of the members who were added to the list by the elections of the

same time. Among the thoroughgoing yachtsmen none was more eminent than Mr. Thomas Chamberlayne, who appeared in the Solent as a member of the Squadron in 1847. Mr. Chamberlayne's qualifying yacht was the old *Arrow* of Mr. Weld, which he had bought for a song from a mudbank and rebuilt according to his own views. We shall have much to say about this famous vessel in a subsequent chapter, but we may note that her performances in the hands of Mr. Chamberlayne entitle him to be considered one of the most successful of yachtsmen, and to take his place with Mr. Weld and Lord Belfast as the most distinguished exponents of the sport.

Mr. Chamberlayne is of course well remembered in other branches of sport. He was one of the presidents of the M.C.C., made a fine cricket ground at Cranbury, near Winchester, and his eleven was perhaps the most famous in the south of England during the middle years of the century, when it was accustomed to meet All-England teams and prevail. Mr. Chamberlayne was not less eminent in coursing, hunting, and coaching, and his stables at Cranbury, which were said to have cost £20,000, were matchless in style and appointment.

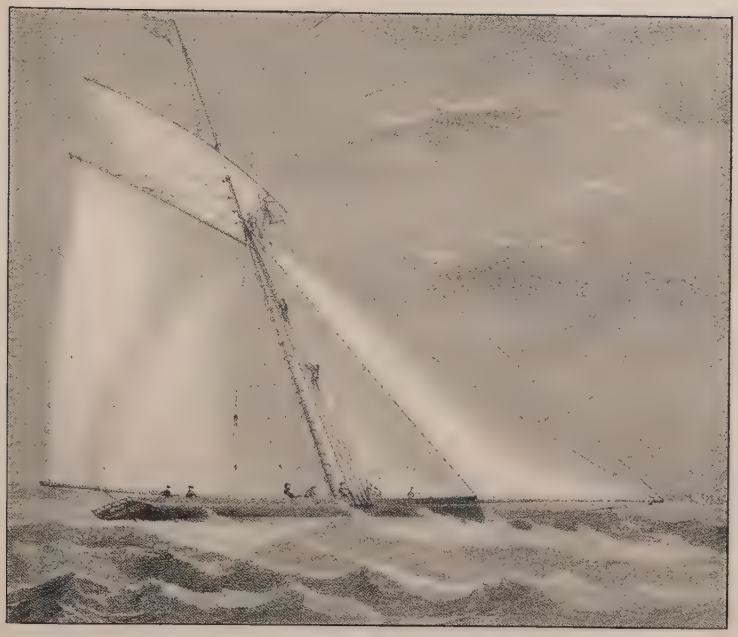
We are reminded of the origin of a famous tradition of amateur oarsmanship by the name of Mr. Thomas Moss, elected in 1846. Mr. Moss, the banker of Liverpool, married a Miss Edwards, and was known up to his death in 1890 as Sir Thomas Edwards Moss, the first baronet. He was captain of the boats at Eton in 1828, and perhaps the most famous of the amateur oarsmen of the Thames during the first half of the nineteenth century. His second son, who died untimely only three years later than his father, was captain of the boats at Eton in 1873, rowed for Oxford against Cambridge from 1875 to 1878, won the Silver Goblets at Henley in the latter year, the Diamond Sculls in 1877 and 1878, and was amateur champion of England in 1877.

It is related of the Earl of Hardwicke, who was elected in 1847, that when in command of the *Vengeance* man-of-war at Genoa in 1849, during the Piedmontese war with Austria, he

took all the English residents aboard and refused to move his ship, although the republican commander sent a message to say that if he did not the guns of the batteries would open fire and sink her. Lord Hardwicke himself led the landing party which brought away the refugees, and was met by an infuriated mob prepared to attack him. On getting out of the boat he walked alone towards them, and seeing a woman advancing ahead of the rest with a very furious aspect, he coolly took her by the arm and kissed her. The people were so captivated by his readiness and presence of mind that they cheered him heartily, and he brought away his countrymen without difficulty. Lord Hardwicke was a familiar figure at Cowes in later years, and was known to his intimates as "Old Blowhard."

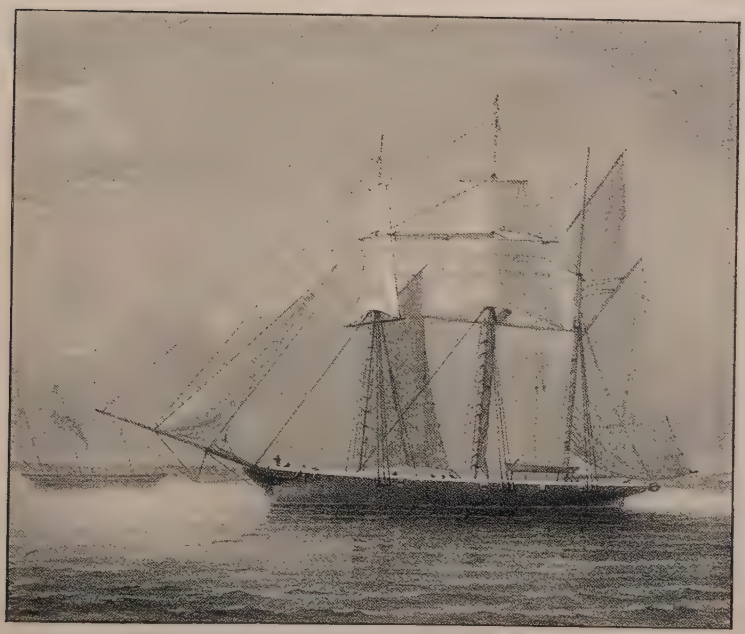
The name of the seventh Earl of Cardigan, elected in 1849, takes us back to the very lively public interest which centred in his rather strenuous personality during the middle years of the century. Lord Cardigan seems to have been a man of a strangely unconciliatory temper, and a man thoroughly imbued with a high sense of the importance of his great social position. He was born in the closing years of the eighteenth century, and was at strife with most of his acquaintance throughout his career of seventy-one years. He was very late in choosing the Army as a profession, as he entered the Service at the age of twenty-seven in 1824, and by 1830 was a lieutenant-colonel, promotion being easy for a man with a full purse in the days of the purchase of commissions.

There was doubtless some feeling in the regiments in which Lord Cardigan served against a man of title who had bought himself into command, but there is also little doubt that he displayed a perfect genius for misunderstandings with the officers under him, and his inferiors were constantly under arrest by his orders. In 1833 he was forced to resign the command of the 15th Hussars for illegally ordering Captain Mather into custody. But the most notorious of Lord Cardigan's errors appeared in the complications which followed the famous Black Bottle riot at Canterbury. This arose out of a silly dispute at the mess-



"ARROW"

FROM A CONTEMPORARY PRINT



"BRILLIANT"

FROM A CONTEMPORARY PRINT

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table, where his lordship made some sarcastic remarks about a bottle of wine which was served without being decanted. In a dispute which followed he quite properly ordered one of his captains, Reynolds, under arrest for insubordination. At Brighton he encountered another captain of the same fated name, and ordered him under arrest. Then a Captain Harvey Tucket wrote a very unfair and garbled account of the affair to a morning paper. Lord Cardigan discovered the writer, called him out, and wounded him severely at the second shot on Wimbledon Common, in September of 1840. Proceedings were instituted by the authorities, and Lord Cardigan claimed the right to be tried by his peers.

There followed a solemn farce in the House of Lords, where their lordships failed to discover the identity of Captain Harvey James Tucket shot in the duel with the Captain Harvey Tucket named in the indictment; they all solemnly laid their hands on their hearts and pronounced Lord Cardigan "not guilty upon my honour," with the exception of the old Duke of Cleveland, who discriminated by saying "not guilty legally upon my honour," and Lord Cardigan accordingly walked out a free man.

Many persons remember the controversy which arose about Lord Cardigan's share in the Crimea campaign, and particularly in the charge of the light cavalry at Balaclava. In that famous affair no one seems to have been to blame. Airey gave the order to retake a battery of Turkish guns in possession of the enemy; Nolan carried the order to Cardigan, who could not see the Turkish guns from his position, and led his men to the only guns in view, those of the Russian batteries, and Nolan was killed in endeavouring to repair the error.

There is, unfortunately, more doubt about Lord Cardigan's subsequent conduct. He was first in among the Russian guns at the head of his men, but he did nothing to rally them and re-form, rode away by himself, and left them to retire by twos and threes. He chose also to live in luxury on board his yacht the *Enchantress* in the harbour, while his brother officers, in-

cluding his brother-in-law, Lord Lucan, with whom he was on the worst of terms, shared the hardships of the trenches with their men. His conduct, too, in returning to England and accepting invitations to banquets, was much criticised. On the other hand, it may be said for Lord Cardigan that he was deeply interested in his profession, and the 11th Hussars under his command, and upon which he spent £10,000 a year, was soon the smartest in the Service. It was his custom to go round the stables, wipe the withers of the horses with his clean handkerchief, and if it bore the slightest stain, to visit the troopers with severe penalties.

There are many stories of Lord Cardigan still current at the club. His skipper is reported to have said during a sail, "Will you take the helm, my lord?" "No, thank you," was the reply, "I never take anything between meals." Lord Cardigan was certainly no yachtsman, and according to tradition was accustomed to appear in a costume which included military spurs. He was just as certainly one of the best men across country of his time, though he often displayed his arbitrary temper in the field. Lord Alvanley once rode up to him at the opening meet at Melton, and with his hat in hand said, "I beg to apologise to you not only for my past offences, but for all I am going to commit during the ensuing season."

Lord Malmesbury, too, tells an amusing story of a strange meeting between Lord Cardigan and a rival sportsman, Mr. Thomas Assheton-Smith.

"When the Queen's Staghounds were sent to hunt the New Forest in 1835, I remember both at Mr. Compton's at dinner on the day before the hunt, glaring at one another as if they were mortal enemies about to fight next day. Nor did they belie their looks, for they rode a regular race till both their horses were completely exhausted, Lord Cardigan's going three or four hundred yards further, and thus claiming the victory."

Lord Cardigan died from a fall with his horse in his park at Deene, Northamptonshire, in 1868.

The fifth Duke of Newcastle, elected in 1849, was a very

able public man, who filled various high positions during the middle years of the century. He was Chief Secretary for Ireland during the troubled days which followed the great famine, Secretary for the Colonies from 1852 to 1854, Secretary for War during the Crimean campaign, and for the Colonies again in 1859. The Duke's enlightened views upon the politics of his day are the more remarkable, seeing that his youth was passed in an atmosphere of the most unbending Toryism. His father's views were summed up in that famous question he put to his complaining tenants: "Is it not lawful to do what I will with mine own?" In defending such opinions the Duke was visited by a mob, who burned his castle at Nottingham to the ground, and Clumber and the family mansion in Portman Square was fortified as for a siege.

When, as Lord Lincoln, the fifth Duke stood for Newark, his father secured his rejection by the issue of an address to the electors, in which he said that his son had been the victim of bad counsel.

The Duke of Newcastle had the thankless task of the administration of a worn-out military system during the Crimean War, worked night and day, and though he was accused of hopeless blundering at the time, it is since acknowledged that he did all that a man could. At his death, in 1864, he was included in that eloquent obituary of Mr. Gladstone with Dalhousie, Elgin, and Canning.

"There had been swept away in the full maturity of their faculties, and in the early stages of middle life, a body of men strong enough of themselves in all the gifts of wisdom and of knowledge, of experience and of eloquence, to have equipped a Cabinet for the service of their country."

In Mr. William Wells, elected in 1849, the Squadron possessed a member who was perhaps the most eminent and enlightened agriculturist of his day. He was elected just as he was maturing his great scheme for reclaiming Whittlesea Mere, the great lake and marsh in Cambridgeshire. Mr. Wells was the son

of Captain Wells, of the Royal Navy, and he succeeded to eight thousand acres of land in the fen country. He was one of the first to recognise the value of steam power in agriculture, and he employed it with the centrifugal pump with complete success in his great undertaking.

Whittlesea Mere covered an area of three thousand acres, a thousand of which were under water, the remainder being wet marsh and bog-land. Mr. Wells began the reclamation in 1851, and by the autumn of 1853 the bed of the lake was under cultivation. The surrounding peat-land, however, presented a problem of greater difficulty, and was only rendered fertile by the process of warping, that is, of overlaying it with more tractable soil. This great task was completed in 1866, after fifteen years of incessant labour. Mr. Wells may be regarded as a pioneer in the development of the automobile. He was one of the first to employ the steam traction-engine, and was accustomed to give prizes to their drivers from the date of the invention of the traction-engine up to the day of his death, which occurred in 1889.

The first Lord Londesborough, the third son of the first Marquess of Conyngham, elected in 1850, was a man who combined an ardent love of archæology with a great interest in racehorses and the turf, and was as successful in one as he was unlucky in the other. His investigations into the origin and contents of the Saxon tumuli, and the communications which, with Mr. Ackerman, he made to *Archæologia* on the subject, recorded facts upon which most of the present information as to the life of the Anglo-Saxons is based. Lord Londesborough's enthusiasm for such pursuits is well shown by his conduct when president of the Numismatic Society. He then determined to give a series of receptions, in order to make the personal acquaintance of every member of the society. On the turf he was considered the most unlucky breeder and runner of horses of his day. Lord Londesborough bought the Selby estate, in Yorkshire, for £270,000, in 1853.

Mr. R. B. Sheridan, elected in 1840, was a direct descendant of the dramatist, and brother of the Duchess of Somerset, Lady Dufferin, and Mrs. Norton. There was a romance told of the circumstances of his marriage. He had determined to elope with Miss Colquhoun Grant, of Frampton, near Dorchester, whose father was opposed to the marriage. The lady was willing, and the coach at the door, in which she proceeded to take her seat. Sheridan's heart failed him at the last moment, however, when his sister, Mrs. Norton, who was a party to the plot and was staying at Frampton, took him by the shoulders, bundled him into the coach, slammed the door, and told the man to drive on.

Mr. Sheridan built a fine schooner, the *Marcia*, which he named after his wife. She is now the property of Major-General Sir Henry Colville.

At the very moment when Solent yachting was labouring under the depression which we have glanced at in preceding pages there was preparing an event which was destined to bring a very wholesome relief to the self-consciousness from which English yachtsmen were suffering, and by directing their energies and interests into a new channel to infuse new life into the sport and bring to an end all the dissensions which had exercised so baneful an influence upon it.

As we have already said, the English yachtsmen of the middle of the nineteenth century acknowledged very few comrades outside their own national circle. The Czar Nicholas had shown his interest in the sport by giving his patronage to a club which we have mentioned as having been projected at St. Petersburg, and by honouring the Squadron by joining them with his Cowes-built schooner *Queen Victoria*, in 1847. Russian yachtsmen, however, were not reckoned in the calculations of the Solent, and the same remark applies to "some ten or twelve owners of yachts at Rotterdam," who were reported to have enrolled themselves as "The Royal Netherlands Yacht Club" about the same time.

Of the knowledge of any organised yachting across the

Atlantic, the yachting public at home seem to have been entirely innocent, and when early in 1851 rumours came over with the mails that an American boat was being built with the express purpose of crossing the Atlantic to try conclusions with the best of the English fleet, the feeling generally expressed in yachting circles was one of amused surprise.

And yet, by that year, yachting was already a vigorous national institution in America, which made up for lack of numerous supporters by a wonderful energy, ingenuity, and initiative in all matters which pertained to the sport. And the boats with which American yachtsmen contended among themselves had been evolved from older types of vessels upon lines quite independent of any influence from Europe.

It is claimed by the naval historians of the United States that a colonist named Robinson built the first schooner ever seen, at Gloucester, in Maine, as early as 1713. The evolution of that rig in Captain Andrew Robinson's mind is not without interest. It seems, according to his biographers, that he regarded the lateen sail of the Mediterranean rigs as the parent of all fore-and-aft-rigged vessels. He contended, for instance, that the mainsail and jib of a properly rigged sloop present, in reality, the one three-cornered sail of the lateen, divided by the mast of the sloop at the exact point where the yard of a lateen would hang to the traveller on the mast. Subsequent modifications of the sloop suggested the division of the jib into two sails for convenience of handling. In devising the schooner Captain Robinson carried this division a little further, and by dividing the mainsail of the sloop in the same way and adding a mainmast for the new sail, produced the fore-and-aft schooner. The name was provided by the national genius for coining words, which has not diminished in America since those early days. As the new boat went off the slips into the water at Gloucester a bystander cried, "Look how she schoons!" Attracted by the word, Captain Robinson replied, "A schooner let her be!"

There were numerous other modifications or adaptations of

old forms in American naval architecture which resulted in vessels which became typically American as time went on. The American pink was a development of the old Dutch pink, much used in the cod fisheries, and one of the first distinctive American types. Pinks were of from five to ten tons, rigged fore and aft, and handy and safe boats for their purpose.

In 1796 Henry Eckford settled in New York as a shipbuilder, and by making personal investigations as to the performance of each of his new vessels from their crews and skippers, succeeded in the production of a type of coasting vessel which was distinctly his own, and consequently American. Another shipbuilder of genius was Caleb Goodwin, of Baltimore, who evolved the Baltimore clipper, a type which gave our cruisers much trouble during the war of 1812, and was an ideal vessel for blockade running, privateering, and slaving. The Baltimore clipper had a low freeboard, broad beam, sharp bow at the waterline but full above, deep draught aft, and raking sternpost, lines which gave dry decks, stability, and great power of carrying sail. It was usually rigged fore and aft, rarely as a brig, and had very raking masts.

The clipper was the father of a numerous progeny, one of the most notable being the American pilot boat, which still continues in American waters with little change of model. Features of this type were keel sloping up to the forefoot, deep draught, and great dead-rising on a vertically sharp floor. The American pilot boat, indeed, was the type from which the early American yacht was evolved.

With this great tradition of native shipbuilding extending over a century and a half, a native school of yachting was the most natural thing in the world. The robust youth of American yachting, however, was mainly the result of the efforts of one man. Quite early in the century Mr. John C. Stevens and his brother, at their home at Hoboken, on the Hudson, were turning their attention to the best form of sailing boat for a private individual, the matter being forced on their attention by the deficiencies of the local ferry boat. There is record

of a craft twenty feet long, called the *Diver*, built by Mr. Stevens as early as 1809, which we may take as the first tangible evidence of his love and capacity for the subject.

Seven years later, viz. in 1816, Mr. Stevens had produced perhaps the first American yacht in the *Trouble*. There followed a series of yachts to bear witness to his ingenuity and to his restless search for the true model, the *Double Trouble*; the *Wave*, which was one of the fastest yachts of the few years following 1832; the *Onkahya*, a schooner of 120 tons, of a very curious section like an inverted ace of clubs; the *Gimcrack*, which as early as 1844 foreshadowed the fin keel of the modern racing boat, and finally the famous *Maria* sloop of 1846, the fastest yacht of her tonnage in American waters.

Mr. Stevens was thus the pioneer in American yachting, but there were others among his contemporaries who had the same tastes, and by degrees a respectable fleet of pleasure yachts assembled each year in those waters. As early as 1835 a crack yacht called the *Sylph*, hailing from Boston, raced Mr. Stevens' *Wave* at Nantucket, and was handsomely beaten, the first recorded race in America. By 1838 there were numbers of fast-sailing yachts afloat, of which the principal were *Mahomet*, *Dream*, *Raven*, and *Breeze*, and in 1845 was organised the first regular regatta, in which *Cygnet* was the winner.

By this time yachting affairs in America were evidently ripe for the inevitable club. It was "on board of the *Gimcrack*, off the Battery, New York Harbour, July 30th, 1844, 5.30 p.m.," as Mr. John C. Jay, the "recording secretary," quaintly set down in the minutes of their first meeting, that Mr. Stevens, gathering together eight other kindred spirits in his little cabin, founded the New York Yacht Club. And it was that famous society which opened the eyes of English yachtsmen to possibilities of which they had at present not even dreamed, when in 1851 it announced its intention of sending a native-built boat to cross the Atlantic and try conclusions with the pick of the English yachts.

The attitude of English yachtsmen towards this sportsman-

like enterprise of the Americans was admirably reflected by the Earl of Wilton, who as Commodore of the Squadron took the initiative in bidding the American yachtsmen welcome to English waters so soon as the intentions of the New York Club were made known. The following letter was addressed by his lordship to Commodore Stevens in 1851, before the keel of the American yacht had been laid down.

"7, GROSVENOR SQUARE, LONDON,
"*28th February*, 1851.

"SIR,—Understanding from Sir H. Bulwer that a few of the members of the New York Yacht Club are building a schooner which it is their intention to bring over to England this summer, I have taken the liberty of writing to you, in your capacity of Commodore, to request you to convey to them and to any friends that may accompany them on board the yacht, an invitation on the part of myself and the members of the Royal Yacht Squadron to become visitors of the club-house at Cowes during their stay in England.

"For myself, I may be permitted to say that I shall have great pleasure in extending to your countrymen any civility that lies in my power, and shall be very glad to avail myself of any improvements in shipbuilding that the industry and skill of your nation have enabled you to elaborate.

"I remain, Sir,
"Your obedient servant,
"WILTON,
"*Commodore R. Y. S.*"

How amiably Lord Wilton's sentiments were reciprocated by American yachtsmen is evident by Mr. Stevens' reply.

"NEW YORK, *March 26th*, 1851.

"MY LORD,—I regret that accident prevented the reception of your letter until after the packet of the 12th inst. had sailed. I take the earliest opportunity to convey to the gentlemen of the Royal Yacht Club and to yourself the expression of our warmest thanks for your invitation to visit the Yacht Club at Cowes. Some four or five friends and myself have a yacht on the stocks, which we hope to launch in the course of two or three weeks.

"Should she answer the sanguine expectations of her builder, we propose to avail ourselves of your friendly bidding, and take with a good grace the sound thrashing we are likely to get by venturing our longshore craft on your rough waters.

"I fear the energy and experience of your persevering yachtsmen will prove an overmatch for the industry and skill of their aspiring competitors. Should the schooner fail to meet the expectations of her builder, not the least of our regrets will be to have lost the opportunity of personally thanking the gentlemen of the Royal Yacht Squadron and yourself for your considerate kindness. With the hope that we may have the pleasure of reciprocating a favour so frankly bestowed,

"I remain,

"Your lordship's most obedient servant,

"JOHN C. STEVENS,

"*Commodore New York Yacht Club.*"

It is of great satisfaction to remember that the amiable spirit which was first manifest in this correspondence prevailed throughout the proceedings which centred in the *America* and her performance in English waters. From the time that she appeared in the Solent until her owners sold her to Lord de Blaquiere, there was no hint of anything but a sportsmanlike keenness between the yachtsmen of the two nations, tempered by feelings of hospitality and good fellowship. The incident altogether was of the greatest value to the sport, and although Englishmen might have wished a different issue to the contest, never was a decision accepted with greater good will and good humour than that which declared the *America* to be the best schooner in the Solent in 1851.

The origin of the famous yacht is very clearly set out in a speech made by Colonel Hamilton, of the New York Yacht Club, at a banquet given to celebrate the return of Commodore Stevens with the Cup of the Royal Yacht Squadron won by the *America*, which the Commodore presented to the club.

"There had previously been some talk of a race with the yachts of England," said Colonel Hamilton on September 15th, "and Mr. W. H. Brown, the well-known and skilful shipbuilder, had undertaken to build a schooner that should outsail any other vessel at home or abroad, and he agreed to make the purchase of her contingent upon her success. His offer was accepted by the Yacht Club, and the *America* was built, but she failed in repeated trials to beat Commodore Stevens' yacht *Maria* and, of course, the club was not bound to purchase.

But the liberality of Mr. Brown's original offer was so great in assuming all risk, and the vessel, in fact, proved herself so fast, that several gentlemen, the Commodore at their head, determined to buy her and send her out. She was purchased accordingly and sent to Havre, there to await the arrival of the members of the club who were to sail her. They followed in a steamer."

The several gentlemen who thus purchased the *America* from Mr. Brown and George Steers the designer, were Commodore John C. Stevens, his brother Edward, Messrs. Hamilton Wilkes, George L. Schuyler, James Hamilton, and J. Beckman Finlay. The *America* duly arrived at Havre in July.

The vessel which thus came to England under such good auspices was a fore-and-aft schooner of 170 tons register. She was 83 feet on the water-line, 94 feet over all, 22 feet 6 inches beam, 9 feet 3 inches depth of hold, and drew 11 feet 6 inches of water. Her mainmast was 81 feet high; topmast, 33 feet 6 inches; main-boom, 58 feet; and 17 feet of bowsprit outboard. She was without fore-topmast and fore-boom.

The *America* was remarkable for a very fine bow of the hollow type, an independent development of the model upon which English yachtsmen had been engaged since the days of the *Louisa* and *Waterwitch* at least, and her greatest beam was at the mainmast. Her appearance is thus described by *Bell's Life* for August 17th, 1851:—

"She has a low, black hull, two noble sticks of extreme rake, without an extra rope, and is altogether the beau idéal of what one is accustomed to read about in Cooper's novels. When close to her you see that her bow is as sharp as a knife-blade, scooped away as it were outwards till it swells towards the stern, the sides gradually springing outwards as round as an apple till a little forward of the mainmast, where she has her greatest beam, being there twenty-two feet and some inches across. Her stern is remarkably broad, wide, and full, affording great accommodation on deck as well as below. She has no bulwarks—at least they are not above nine or ten inches high. Standing at the stern and looking forward the deck is nearly of a wedge shape, the bow being as sharp as the apex of a triangle, and the stern not being very much less than the extreme breadth of beam."

There was great excitement at Cowes when it was reported that this fine vessel was under weigh for the port from Havre, and her arrival is thus described :—

"This morning, July 31st, a suspicious-looking craft was observed working down with light winds, and shortly afterwards brought up in mid-Channel abreast of Osborne. The *Laverock* cutter got under weigh to meet the *America*, which shortly after followed her example, and both yachts worked up to our rendezvous in company, witnessed by several of our celebrated yacht skippers and cognoscenti."

At Cowes Commodore Stevens was ever ready to gratify the curiosity which the arrival of his yacht excited, and courteously conducted many hundreds of visitors over the *America* as she lay in the roads. During the greater part of August she was constantly under sail, and her performances seemed to justify the confidence which her owners continued to express in her powers. There is frequent record during those weeks of the good sailing qualities of the *America* and of her manœuvring in the Solent ; how she appeared to great advantage with all the vessels which happened to be out with her. We read of the Commodore taking a distinguished party for a sail of a few hours, which included Lord Wilton, Sir Bellingham Graham, Mr. Bentinck, and many ladies, with several of the yachts of the Squadron in company. "Like a rattlesnake," says *Bell's Life*, "she sneaked along, and for a while held a tug with the *Constance*, and although it was not a match, we think each did her best. The *America*, however, hauled her wind and passed ahead of all the yachts." There seemed a general opinion, indeed, that the English yachts would have much ado to hold their own with the stranger. It is worthy of note that Lord Palmerston sent an order that she should be admitted to all English ports on the footing of an English yacht ; the Customs houses were all free to her, and the Admiral at Portsmouth offered her owners every assistance and civility.

The objects of the owners of the *America* and the terms upon which they proposed to race were very well set out in a

challenge which Commodore Stevens sent to the public Press a few days after his arrival.

"The New York Yacht Club, in order to test the merits of the different models of the schooners of the Old and New World, propose through Commodore Stevens to the Royal Yacht Squadron to run the yacht *America* against any number of schooners belonging to any of the yacht squadrons of the kingdom, to be selected by the Commodore of the Royal Yacht Squadron. The course to be in some part of the English Channel outside the Isle of Wight with at least a six-knot breeze. The trial of speed to be made at an early day to be selected by the Commodore of the Royal Yacht Squadron. The fact whether there be such a breeze on the appointed day to be decided by the Commodore of the Royal Yacht Squadron, and if on that day there should not be a six-knot breeze, then on the first day thereafter that such a breeze shall blow."

It will be observed that no mention is made of meeting cutters or vessels of any other than the schooner rig. It is probable, indeed, that the experience of the *America* with the *Maria* at New York had discouraged her owners from aspiring to meet the famous English cutters of 1851. As it fell out, however, she met almost every notable vessel in the Squadron list, and in the circumstances of the race beat them all.

There seems to have been no great alacrity on the part of yachtsmen to accept Commodore Stevens' challenge, and there was some grumbling among the local watermen in consequence, these worthies objecting, as they expressed it, to "the Yankees being allowed to crow over the gentlemen." It was stated that Lord Fitzhardinge offered to take up the challenge, "provided that Mr. Weld, now one of the oldest members of the Squadron, would lend his cutter *Alarm* for the occasion, but this Mr. Weld declined doing." As however the *Alarm* was a cutter, she was hardly entitled to appear against the *America* under the conditions of the challenge, and the first response which fulfilled its terms was from Mr. G. R. Stephenson, who issued the following acceptance :—

"In reply to the proposition made by Commodore Stevens, Mr. Stephenson agrees to sail his schooner-yacht *Titania* against

the New York yacht *America* for the sum of £100 each, the course to be from the Nab light to a station twenty miles off. Vessels having run or turned to windward, as the case may be, from the starting-point to the station vessel, that point of superiority will be decided and £50 awarded. The Commodore Lord Wilton will then start the yachts again to return to the Nab, when the other point of sailing and the remaining portion of the stakes will be awarded. The stakes before starting to be lodged with Lord Wilton. It is the wish of the owners of the two vessels that the Earl of Wilton's decision shall be final. Both vessels to be sailed in every respect to the best advantage. The Earl of Wilton will start the vessels on the earliest day he considers suitable for the purpose."

We shall examine the match which resulted from this arrangement later. The race in which *America* established her fame was the outcome of a decision of the Squadron at the May meeting at the "Thatched House" to present a cup for a race which should be open to foreign yachts, a decision which was the natural complement to Lord Wilton's offer of hospitality to Commodore Stevens and his friends in the letter we have already set out. The meeting decided to offer a cup of £100, "open to the yachts of all nations, to be sailed for under the sailing regulations of the Royal Yacht Squadron round the Isle of Wight." It was in this race, sailed on the 23rd August, 1851, that the *America* established her prodigious reputation, and the cup which she bore away as the result of her victory is the famous trophy known in England as the *America* Cup, in America, for some strange reason, as the Queen's Cup, which has been the exciting cause of so many famous matches in later times in America.

The interest excited by the arrival and performances of the *America* was such as to ensure an entry list of a respectable length, and the yachts which went to the starting-boat represented adequately the best of the different types of the Squadron fleet. The *America's* own rig was represented by Sir W. P. Carew's *Beatrix*, 161, the Duke of Marlborough's *Wyvern*, 205, Lord Conyngham's *Constance*, 218, Sir H. B. Hoghton's *Gipsy Queen*, 160, and Mr. Ackers' three-master *Brilliant*, of 393 tons. The racing among schooners during the

preceding years had been so languid and inconclusive that it is difficult to point to any of these vessels as supereminent in her class, but there is no doubt that collectively they represented the best of their rig at that time.

In speaking of the cutters there is less difficulty, if only from the fact that they were headed by Mr. Weld's famous *Alarm*. Cutters of the middling size were adequately represented by Mr. Chamberlayne's *Arrow*, 84, Mr. Almon Hill's *Ione*, 75, Mr. Curling's *Freak*, 60. Of the smaller cutters, *Volante*, 48, belonging to Mr. J. L. Craigie, was probably the fastest boat. The list of fifteen starters was completed by the cutters *Mona* 32, of Lord A. Paget, *Bacchante*, 80, of Mr. B. H. Jones, the *Eclipse*, 50, of Mr. H. S. Fearon, and the *Aurora*, 47, of Mr. Thomas le Marchant.

The *Titania*, 100, Mr. G. R. Stephenson, *Fernande*, 127, Major H. Martyn, and *Stella*, 65, Mr. R. Frankland, were entered, but did not start.

The *America* carried a crew of twenty-one persons all told, including the owners, a cook, and a steward, and she was sailed by a Cowes pilot named Underwood. Part of her crew was made up of seamen lent to her by the owner of the *Surprise*, a London-built schooner-yacht then lying in Cowes Roads. Of the pilot Underwood there were some interesting remarks made by Colonel Hamilton in his speech at New York from which we have already quoted.

"Warnings of all sorts from various quarters reached us not to rely too much on any pilot that might offer, and our Commodore was naturally perplexed. But here again the Admiral commanding at Portsmouth, with an intuitive perception of the difficulty, of which no mention nevertheless was ever made to him, told Commodore Stevens that he would furnish him with a pilot for whom he himself would be answerable. The offer was as frankly accepted as it was honourably made. The pilot came on board, and never for a moment was there a suspicion on any mind that he was not as thoroughly honest and reliable as one of ourselves. Yet so strong was the distrust of our countrymen outside that even after the pilot was in charge the Commodore was warned by letter not to trust too much to him,

and was urged to take another pilot to overlook him. His own loyal character would not entertain such a proposition. He gave his confidence to the pilot the Admiral sent him, and it was most complete."

The yachts were moored in two lines, north and south, the *America* being in the westward line, and there was a five-knot breeze from the west. The boats got under weigh within half a minute of the starting gun fired at ten o'clock, the *America* being the last to get off. The breeze was unsteady and treacherous, and the *America* alternately gained and lost a foremost place in the race to the Noman, where she passed fifth, the *Volante*, the leader, being two minutes ahead of her.

The *America* was not long in vindicating her reputation as a fine sailer. "No foam, but rather a water jet rose from her bows," says a contemporary writer, "and the greatest point of resistance, for resistance there must be somewhere, seemed about the beam, or just forward of her mainmast, for the seas flashed off her sides at that point every time she met them; while the cutters were thrashing through the water and sending the spray over their bows, and the schooners were wet up to the foremast, the *America* was dry as a bone."

It was after passing the Noman that one of two mistakes occurred which did much to spoil this important race. There appear to have been two programmes or cards issued by the Squadron, which differed, or were at least ambiguous, upon a very crucial point. "The cards containing the names and colours of the yachts described the course as being merely round the Isle of Wight," says *Bell's Life*, "while the printed programme stated that it was to be round the Isle of Wight and outside the Nab." The doubt suggested by these two official documents led to an unfortunate misunderstanding. *Volante* was observed to bear away out of line and stand for the Nab, followed by *Arrow*, *Bacchante*, *Constance*, and *Aurora*, the remaining yachts with *America* keeping their course inside. As the wind was from the west, the first-named vessels were greatly handicapped, as in addition to the increased length of

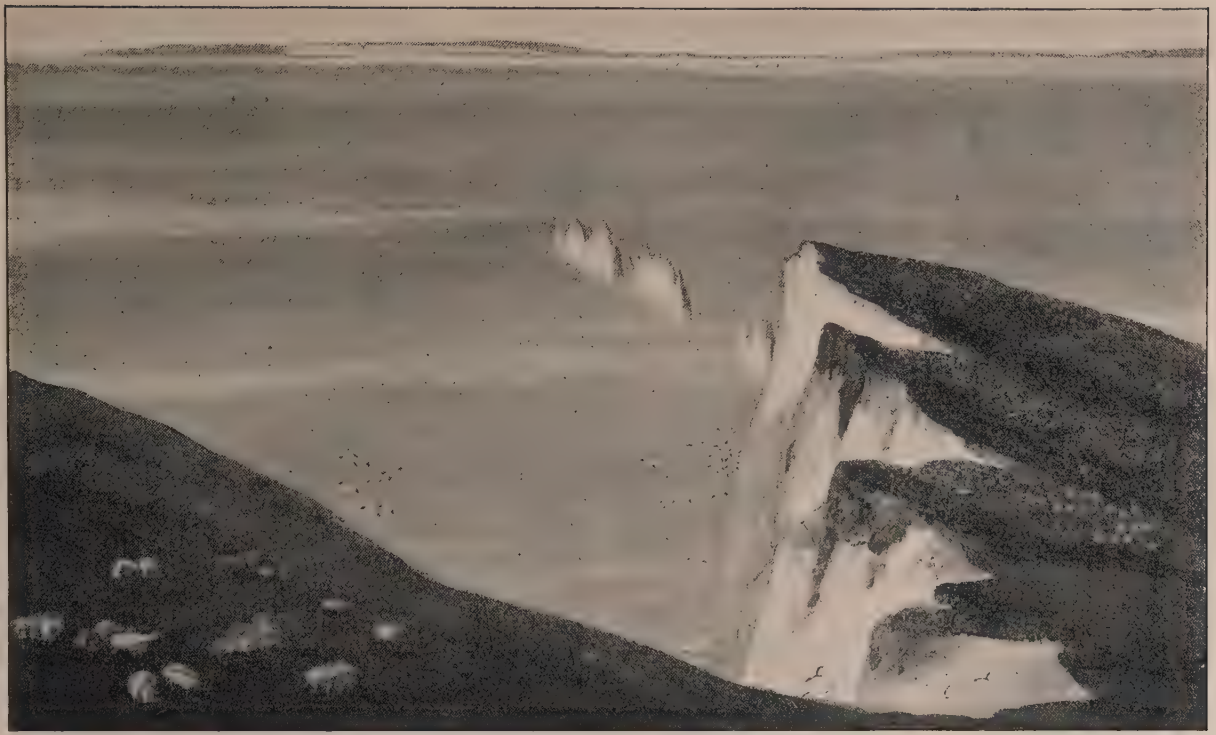
course involved in the mistake, they abandoned the windward position to the *America*.

By midday the breeze was falling lighter, and in going across the south of the island, *Volante* and *Freak*, by working very closely inshore, recovered the lead and got to windward of the whole fleet. Off Ventnor, however, occurred the second mishap which contributed to the unfortunate incidents of the race. *Arrow* ran ashore on the ledge of rocks between that place and Bonchurch, and *Alarm* stood by to assist, and relinquished the race, returning with *Arrow* later to Cowes. To add to the disaster to the English fleet, *Freak* and *Volante*, in tacking together inshore off the cliffs, managed to foul each other; *Volante* lost her bowsprit, and the little cutter which carried the hopes of all the professional watermen of the Solent was disabled. The race was then practically left to the *America*, *Aurora*, *Bacchante*, *Eclipse*, and *Brilliant*.

From these vessels the *America* rapidly drew away, having shunned the shore and taken a more southerly course, and she rounded the Needles at 5.47 in a very light wind and some miles ahead of the *Aurora*. Just inside the passage, off Alum Bay, was moored the *Victoria and Albert*, where Her Majesty, the Prince Consort, and the Royal Family were awaiting the result of the race. Soon after the *Victoria and Albert* had anchored, the passengers of the excursion steamers, which were there with a similar object, were delighted to see a boat put off from the royal yacht with Prince Albert and the Prince of Wales in the stern, the latter in white sailor dress and tarpaulin hat. They landed under the cliff in Alum Bay, and the young Prince was observed "dancing down the shelving road with boyish vivacity." As the *America* rounded the Needles she lowered her ensign to the royal yacht, "the Commodore took off his hat, and all his crew, following his order and example, remained with uncovered heads for some minutes, until they had passed the yacht, a mark of respect for the Queen, not the less becoming because it was bestowed by republicans," as *Bell's Life* observed.

The wind was now so light that the passage up to Cowes consumed no less than two hours and a half. The *America* crawled up past headland after headland crowded with cheering sightseers, and was met and surrounded by a constantly increasing flotilla of yachts and boats. At 8.37 a gun from the starting-boat announced that she had won the cup. Only eight minutes later a second gun, almost unnoticed, announced the arrival of another yacht. The *America* had so great a lead at the Needles that the other competitors were forgotten. Almost unperceived the little *Aurora* had crept up behind her rival, and gallantly struggled for the first place. Had the course been but a few miles longer, and the conditions remained the same, there is little doubt that Mr. le Marchant's cutter must have won.

Such was the race for the Royal Squadron Cup, in which the victory of the *America* was the beginning of that emulation between the yachtsmen of England and America which has been attended by so much benefit to the sport, and continues as we write. The sportsmanlike behaviour of the owners of the *America* in these waters excited much admiration at the time, and was certainly reciprocated in full by the English yachtsmen of 1851. Never was a beating accepted with better grace. There was an absence of all hostile comment, of seeking for excuses, of protest or criticism, which together formed an invaluable precedent for all contests of the sort. The example of the Squadron in waiving the already accepted principle of time allowance for tonnage was imitated and improved upon in all the attendant circumstances of the race. The Americans requested to be allowed to boom out, and the concession was made at once; and the very material point as to whether the *America* sailed the proper course in omitting to round the Nab was generously allowed to remain uncontested by the owners of those yachts which were placed at such a grave disadvantage by sailing the longer course. The note of harmony, indeed, which had been struck by Lord Wilton's letter to Commodore Stevens in February had continued to vibrate throughout the season,



THE NEEDLES.

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and that gentleman and his companions returned to America with the trophy with the most lively recollections of the courtesy and hospitality they had met with on all hands in English waters. All this was most handsomely acknowledged by Commodore Stevens in his speech at the New York Yacht Club upon his return in September.

Now that a complete half-century has passed away since that famous race, it may perhaps be permitted to suggest that the conclusions so willingly arrived at by contemporary yachtsmen as to the superiority of the *America* were a little hasty, and that the victory of the schooner really proved very little. In the first place, as we have said, any application of the tonnage rule even then accepted would have given the cup to the *Aurora*. Again, the incident of the mistake about the Nab light being included in the course handicapped severely some of the most dangerous of her opponents. The stranding of the *Arrow*, and the retirement of the *Alarm* which it entailed, removed two of the most formidable cutters afloat at the time, whose sailing qualities against a head wind would most certainly have appeared in the long beat to the Needles. One has only to think of the relative merits of the *Alarm* and the *Aurora* which ran the *America* so closely, to be convinced of the luck of the *America* in finding Mr. Weld's great cutter so early out of the race.

On the other hand, it is only fair to remember that the owners of the *America* made no pretensions to compete with cutters, and that she was probably greatly superior to the English schooners who started against her, which, however, were all built mainly as comfortable cruisers, in which racing qualities were only a secondary consideration. Whether the *America's* superiority was altogether or even mainly due to the lines of her hull is, we believe, still very doubtful. The model of her hollow bow was certainly no new idea in England, the shifting of the greatest beam so far aft quite as certainly was.

An undoubted superiority she possessed over all English yachts of the time was in the design and material of her sails. Until

the *America* appeared, loose, bellying canvas was the ideal of all yachtsmen where gaff and boom pointed at widely differing points of the compass. The *America's* crew laced her cotton sails to the boom, and they were of such design and material as enabled them to be stretched almost as stiff as cardboard, with obvious advantages in keeping close to the wind. "I was on board a steamer on the weather board of the *America*," wrote Captain Matson, R.N., to the *Times*, "and it then became a question among us as to whether that vessel had any mainsail set or not, and which I could not discover with the aid of a spy-glass. So completely was the sail covered by the mainmast that not a particle of it was visible; there was no belly, and the gaff was exactly parallel with the boom."

The subsequent performances of the *America* rather diminish the idea of her great superiority over English vessels. It is true she beat the *Titania* in the match which followed her challenge by Mr. Stephenson. This race was sailed from the Nab round a steamer stationed S.S.E. of the Nab light at a distance of some fourteen miles, the wind being strong from the N.N.W. On the outward course, running free, the *America* led the *Titania* by four minutes and twelve seconds. On the beat back to the Nab she gained as much as forty-seven minutes. But here again it is well to remember that the race was sailed without time allowance, and that she was nearly twice the tonnage of her opponent.

On the 6th September it was announced that Commodore Stevens had sold the *America* to the Honourable John de Blaquiere, afterwards Lord de Blaquiere, for £4,000, and her subsequent performances in English waters were under his direction as owner, until 1856, when he sold her to Lord Templetown, who brought her on to the Squadron list as the *Camilla* in the following year. In 1852, after an infinity of wrangling over conditions, she met the Swedish schooner *Sverige*, a vessel built on the same lines. The race was sailed on October 12th, on a twenty-mile course from Ryde Pier round a station-steamer in an E.N.E. of moderate strength.

The *Sverige* rounded the steamer nine minutes ahead, but in gybing round broke the jaws of her gaff, and in the result the *America* won handsomely by twenty-five minutes. It is worthy of remark that the *Wildfire*, a cutter of 48 tons, which had accompanied and led the whole fleet in the great match in 1851, though not entered in the race, again accompanied the competing vessels, and sailed round them both. Later in the same year the *America* was beaten by both the *Arrow* and the *Mosquito*, and eight years later, in 1860, she met Mr. Weld's *Alarm*, at that time rigged as a schooner, in a race round the island in a good breeze, and was again beaten. It is only fair, however, to remember that in English hands she had been radically altered both in hull and rigging, and this last race was no criterion of her earlier qualities as a racer.

We may conclude our notice of this famous vessel with a glance at her subsequent history. After his defeat by Mr. Weld, Mr. Decie, her owner, sailed her to the Mediterranean, and later to Australia. He then sold her to a private gentleman, who kept her for a short time for the use of a maiden sister. Subsequently this owner either sold her for a low price, or presented her to the Confederates in the American Civil War, and as a blockade runner she landed many valuable cargoes of arms and munitions of war for the South. Later the Federals found her scuttled in one of the creeks of Florida, raised her, fitted her as a picket boat at Port Royal, and used her in the blockade of Charlestown. She was afterwards used as a training ship for the midshipmen of the U.S. Navy, and was employed later still as a cruiser in the chase of the privateer *Tacony*. For some years after this she lay in Brooklyn yard, and in the year 1901 she was again afloat, and added interest to the meeting of *Shamrock II.* and *Columbia* in the latest race for the America Cup which her original owners took to New York just half a century ago.

CHAPTER XI

LORD WILTON'S COMMODORESHIP

THE Squadron had made the best possible choice in electing Lord Wilton as its Commodore. He was a nobleman in a very distinguished position, with the reputation of an Admirable Crichton in most of the pursuits of a gentleman of his day, in the prime of life, and he combined with an unfailing urbanity and a fine manner a capacity for business and a love of order and punctuality, which were most valuable qualities for the office.

Lord Wilton's accomplishments were most varied. His skill as a musician was famous, and for many London seasons he seldom failed to take his place at the organ at the Sunday morning service at the Chapel Royal. He had walked the hospitals in his youth, and his skill as an amateur surgeon was seen to great advantage when, at the sad accident at the opening of the Liverpool and Manchester Railway in 1830, he bound up Mr. Huskisson's femoral artery, and at least prevented his bleeding to death on the spot. Lord Wilton's eminence, too, as a sportsman was second to none in his day, and quite naturally counted for much among a society of sportsmen like the Royal Yacht Squadron. We may quote a contemporary set of verses by Mr. Bernal Osborne, which very happily and good-humouredly indicate Lord Wilton's character as it appeared to his intimates. They are from the "Chaunt of Achilles," describing the society which daily passed before the statue at Hyde Park Corner, and were supposed to be recorded by that effigy.

"Next upon switch-tailed bay with wandering eye
Attenuated Wilton canters by;

von Angeli pinx.

Walker & Cockerell ph. sc.

The Earl of Wilton.

Commodore 1849 - 1881.

His character, how difficult to know—
A compound of psalm tunes and tally-ho ;
A forward rider half inclined to teach,
Though less disposed to practise than to preach ;
An amorous lover with a saintly twist,
And now a jockey, now an organist."

One of Lord Wilton's first acts as Commodore was to revive the practice of paying complimentary visits to the French ports by the Squadron, which had been a great feature of Lord Yarborough's term of office. In 1849 Lord Wilton sailed with a squadron of yachts to visit Cherbourg, where President Louis Napoleon was holding a great review of the French forces. It is significant of the increasing solidarity of the sport of yachting in England that he was accompanied on this occasion by Lord Cardigan as Commodore of the Royal Southern Club ; Mr. Peard, Vice-Commodore of the Royal Western ; Lord Conyngham, Commodore of the Royal St. George's ; Mr. Legh-Maud, Vice-Commodore of the Royal Southern ; Mr. J. Wicks, Vice-Commodore of the Royal London ; and Mr. George, Vice-Commodore of the Yorkshire Yacht Club, in their respective yachts. There were twenty vessels in the little fleet, and half of them were of the fashionable schooner rig.

The function was much like those other visits to Cherbourg, which we have already noticed. There were prodigious displays of bunting, saluting with 101 guns, visits, balls, and ceremonies. The lodgings, as before, were very dear and the ballrooms very stuffy. We read of the President's aides-de-camp being sent round by His Excellency to push out window-panes with their invincible swords in order that the French demoiselles might be revived from their fainting fits. They fired off two thousand pieces of ordnance at once as the President's boat touched the shore. The authorities were very affable, from the President downwards ; he reviewed the yachts in squadron, boarded the Commodore's *Xarifa*, and passed along the line of yachts amid much cheering. Lord Wilton, Lord Cardigan, Lord Orkney, Lord Conyngham, Mr. Ackers, Mr. Talbot, Lord Ormonde, and the rest returned the compliment by landing and paying their

respects to the President. The proceedings were probably very pleasant and were certainly very French.

It is pleasant to find affairs at Cowes showing a great improvement under the beneficent rule of Lord Wilton. The dissensions which had followed the death of Lord Yarborough were soon dispelled by his urbanity, and were forgotten amidst the interest excited by the visit of the *America*, which, as we have said, turned the thoughts of members to wider issues than their own bickerings. The club grew and prospered, and its influence increased, and we find the fact acknowledged by the sporting papers in appreciative paragraphs, which had formerly been devoted to little else than the personal differences at Cowes. As *Bell's Life* said in 1854, the election of new members and the avoidance of personal feelings at the ballots was a sure sign of the progress of a society of which the social side was so important. "Though the club holds too exalted a position to require any external aid to recommend it, we are always happy to see fresh hands enrolled among its members, that being the surest guarantee that the spirit of the old days is not losing ground with the higher classes of the community."

Among the many new members who joined the Squadron during the few years following the election of Lord Wilton were some distinguished in different walks of life who seem to deserve separate mention.

Not the least eminent of a group of members of the Squadron whose careers were identified with the great industrial and commercial progress of the country during the Victorian era was Mr. George Robert Stephenson, the son of the famous engineer to whom the world is indebted for the railway engine. In his youth young Stephenson shared with his father much of the labour which resulted in the production of the "Rocket," but his fame to-day rests upon his genius for bridge-building, which perhaps did as much for the improvement of intercommunication as the inventions of his father. That genius is perpetuated in a series of monumental works, which are as important at this moment from the point of national utility as when they were built

a half-century since. There are the magnificent railway viaduct over the Tweed at Berwick, which has all the impressiveness of a Roman aqueduct; the high-level bridge at Newcastle; the Menai Tubular Bridge; and the Victoria Bridge over the St. Lawrence, among many other works of less importance, to bear witness of Stephenson's genius as an engineer. As we see elsewhere, Stephenson was an enthusiastic yachtsman, and a great benefactor to the town of Cowes.

Another of the industrial pioneers of the century was Sir Samuel Peto, elected in 1853, who began life as an apprentice to his uncle Henry Peto, the builder, and upon his death continued his business with a cousin named Brissel. Peto and his partner carried out many of the works which have transformed modern London, Hungerford Market, the Lyceum and St. James's Theatres, the Reform and Conservative Clubs, and Nelson's Column in Trafalgar Square. They also constructed a great part of the South Eastern Railway, and erected the Great Western Railway Works at Hanwell.

Peto dissolved partnership with Brissel in 1846, and in collaboration with a Mr. Betts, between that year and 1872 completed many of the great engineering undertakings of the time. They had a hand in the construction of large portions of most of the great railway lines in Great Britain, excavated the Victoria Docks, laid thirty-nine miles of railway between Balaclava and the entrenchments before Sebastopol, and made the Grand Trunk Railway of Norway. With the firm of the present Lord Brassey, Peto constructed the London, Tilbury, and Southend Railway and the Grand Trunk Railway of Canada. He died in 1889.

Yet another of the great commercial figures of the middle of the century who became a member of the Squadron was Mr. Arthur Anderson, who started the line of steamers to Portugal out of which grew the present vast undertaking of the Peninsular and Oriental Company, of which Mr. Anderson was chairman. Later, he was chairman of the Union Steamship Company and of the Crystal Palace Company. Mr.

Anderson had a varied career in his youth. He was a midshipman in the Royal Navy until 1810, was a prominent merchant in London ten years later; ten years later still he superintended the naval expedition of Don Pedro to Portugal. During the Corn Law agitation he was an enlightened follower of Mr. Villiers and Mr. Cobden. He died in 1868.

Rank was perhaps well represented by the election of the Marquess of Bath, who seems to have been remarkable for a solemnity of manner and a lack of humour, which was the cause of some merriment to his contemporaries. At a dinner given by Lord Malmesbury to the Duke of Cambridge at the time of the visit of Garibaldi to this country he gravely related how Sir Augustus Clifford had turned up the gas at the House of Lords at the moment the patriot entered the chamber; how he had told Clifford that he intended to bring his conduct before the House, and how the repentant official had expressed his regret, and had begged to be let off on account of his ancient friendship with Lord Bath's father, when his lordship melted and forgave him. The story was received with much laughter, which, however, Lord Bath took very well.

A very interesting piece of political history rests upon the authority of Lord Bath. He returned from Constantinople in February of 1854, and created some sensation by saying that Lord Stratford de Redcliffe had openly boasted of having attained his personal revenge upon the Czar Nicholas for his refusal to receive him as Ambassador at St. Petersburg, by having successfully fomented the war with Turkey, which resulted in the Crimea campaign.

Lord Malmesbury tells a humorous story concerning the marriage of the second Earl of Durham, who at this time became a member of the Squadron. Lord Durham and his bride, Lady Beatrix Hamilton, spent their honeymoon at Woburn, which was placed at their disposal by the Duke of Bedford, who, however, in giving the invitation, expressed the hope that they would not stay long. Lord Cosmo Russell, on being told of his father's remark, observed that Lord and

Lady Durham were at least better off than a newly married couple he knew of. These had no place at all to go to for their honeymoon, so called a four-wheeler and bade the driver drive three times round Regent's Park, slowly.

The career of the Right Honourable Arthur Kavanagh, of Borris, Carlow, is surely a standing example of what may be accomplished by the human will in the most adverse and depressing circumstances. This gentleman was born without hands, and with the rudiments only of legs, and yet managed to become an accomplished horseman, driver, angler, draughtsman, painter, and yachtsman. He acted as a volunteer scout during the Smith O'Brien rebellion of 1848, travelled to India by way of Russia and Persia in 1849–51, and was later an able and respected member of the House of Commons and a member of the Privy Council.

Upon succeeding his brother to the family property in 1854 he rebuilt the villages of Borris and Ballyragget, subsidised and managed a railway from Borris to Bagnalstown, and took his seat for Carlow. He left a large family of healthy children, and it is said that before his marriage he drove his *fiancée* in the neighbourhood of Borris and pointed out several fine children as his own as a proof that their offspring were not likely to be deformed. He died, greatly respected, in 1891.

Of Mr. J. L. Ricardo it is related that in his youth he was a famous athlete, and once rode a spirited horse bareback up a staircase into the dining-room of a house at Aylesbury. He was the son of Jacob Ricardo, an eminent financier of the early part of the nineteenth century, and on the death of his father gave up the Army to follow the same business. In later life Mr. Ricardo was well known as Member for Stoke, as an enlightened disciple of Villiers and Cobden, and as a leading spirit in the promotion of the electric telegraph. He was a great expert in economic questions, wrote learnedly on the Navigation Laws, and was perhaps the first to employ women as clerks. He was also associated in several undertakings with

the great civil engineers we mention elsewhere, including Lord Brassey and Sir Samuel Peto.

One of the ablest of the many able diplomatists of the century was Lord Dalling and Bulwer, who had a record of almost complete success during a long and varied career. At the age of twenty-three he undertook to convey a sum of £80,000 in specie from the Greek Committee in London to the insurgent party in Greece, and during the next few years was gaining experience in the diplomatic service at Berlin, Vienna, and the Hague. His despatches during a special mission to Brussels at the time of the Revolution of 1830 were so able that he was recalled by Lord Palmerston to receive the thanks of the Cabinet. His treaty with the Porte while Secretary of the Embassy at Constantinople, under Lord Ponsonby, was described by that statesman as a masterpiece. As Ambassador at Madrid it was considered at the time that he might have prevented the Spanish marriages had he been left unhampered by Lord Palmerston. Lord Dalling and Bulwer's personality is thus described by a contemporary:—

"The sweetness of his disposition and his high-bred manner rendered him an universal favourite. Habitually sauntering through society with an air of languor, he veiled the keenest observation under an aspect of indifference. Whenever in his more delicate negotiations he was in reality the most cautious, he was seemingly the most negligent. The apparently languid way in which he related an anecdote gave it a peculiarly poignant effect, and his personal popularity was mainly attributable to his complete mastery of the subtlest arts of the conversationalist."

With these and many other additions to its ranks, the Squadron had often to deplore the loss of one or other of its older members. Such was the case when in May of 1854 the newspapers were full of particulars of the death of the Marquess of Anglesey. At that time the Marquess was the senior member of the club, a distinction which then devolved upon the Earl de Grey. Lord Anglesey, who at the time of his death was able to look back upon an active career as a

yachtsman of over forty years, may be regarded with Mr. Joseph Weld as the pioneer of the sport of salt-water sailing in England, for, as we have seen, there is record of his sailing off the Welsh coast long before the development of yachting in the Solent.

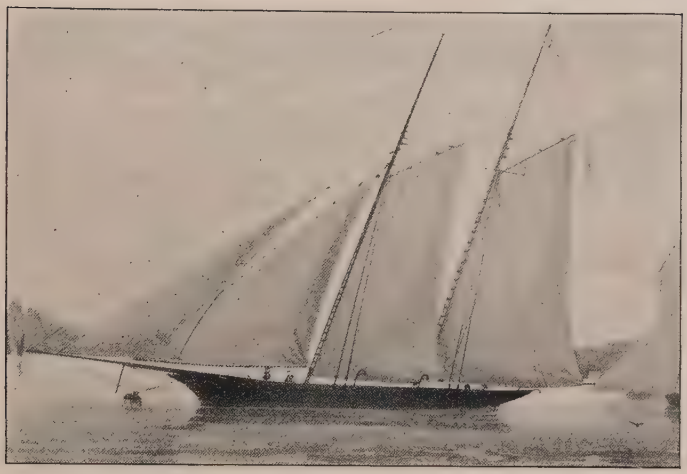
As a yachtsman, Lord Anglesey was essentially a conservative of a pronounced type. He came upon the list with his famous *Pearl* and *Liberty* cutters, and never changed his vessels. He was no great enthusiast in racing matters, for notwithstanding her great merit, the *Pearl* never appeared at the starting-boat save in one or two of the early matches. Although circumstances all pointed to Lord Anglesey as the ideal successor to Lord Yarborough in the Commodoreship, his modesty prevented him from putting himself forward for the post, and he remained, as always, the type of the sport-loving yachtsman who frequented the Solent each year intent upon enjoying the sport quietly and unostentatiously, and in his own way. The papers noted that he left £140,000 of personalty, made ample provision for his younger sons, and did not forget others dependent upon him; his secretary received an annuity of £500, and the master of the *Pearl* one of £100. The sale of his lordship's furniture at Cowes Castle excited much interest. Among the articles not sold was a truncated pillar given to him by the Prince Regent, which he left as an heirloom with the Earldom of Uxbridge.

We find in the annals of racing for the years immediately following 1851 abundant evidence of the beneficent effect upon the sport which followed the visit and victory of the *America* in English waters. English yachtsmen drew conclusions from that victory which may or may not have been justified, but were certainly of the greatest value in inducing them to put their house in order. After 1851 the lines of the *America* were taken as the model of the perfect racing craft which each enthusiast hoped to build. Old and famous boats were remodelled upon the same pattern, and the shipbuilders of the south reaped a rich harvest. We read of prodigious activity

in the Solent shipyards to provide for the wants of the yachtsmen whose aspirations had been raised by the performances of the *America*, and Mr. Ratsey, the famous sailmaker, was encouraged by a host of influential clients to produce sails which should vie both in cut and material with those of the famous schooner. We read of Lord Conyngham lengthening "the beautiful *Constance*" and providing her with a suit of "Anglo-American sails." Lord Wilton commissioned Joseph White to build the *Zara* on the fashionable model. The *Gloriana*, built by Michael Ratsey for Mr. Joseph Gee, was another schooner which owed her origin to the same inspiration; she is described as "the exact model of the *America*." For Mr. Naylor the same builder launched the *Hornet* schooner "on the American system, and much like the *Gloriana*, but probably an improvement on her," as we are told. Even the veteran and conservative Mr. Weld was bitten by the craze, and the famous *Alarm*, long the pride of Solent cutters, reappeared in a translated form as a schooner of 218 tons.

Some of these vessels and others which were products of the same ideas, were notable as racers in their day, others were not. It is certain that a vast number of unsuitable vessels of an earlier date were lengthened and tinkered at until their old merits disappeared in the attempt of their owners to emulate the design of Mr. Steers, which resulted in little more than a caricature of the famous *America*. So, too, with the sails. These were laced and stretched like boards, and applied to hulls of a model to which such a system was quite unsuited, and the Americans were themselves out-Americaned when the principle so suited to the mainsail of a schooner was applied to the headsails of cutters and yawls. It is certain that all this enthusiasm for American models and methods was exaggerated, and there was a suspicion of this truth even at the height of the fever. A writer in the *Isle of Wight Observer*, apropos of the racing of 1852, was bold enough to make the following remarks:—

"The result of the matches of this season has certainly not been favourable to the American system, and in every match



"ZARA"

FROM A CONTEMPORARY PRINT

"PEARL"

FROM A CONTEMPORARY PRINT

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the large, deep, powerful English vessels have proved victorious, and it must be admitted that though two seasons have elapsed, we are as much in the dark as to the relative merits of the English and American systems as when the *America* first came over."

The doubt here expressed was emphasised in the following year by the appearance in the Solent of another American yacht, the *Sylvie*, whose owner announced his intention of emulating the success of the *America*, but who met with only indifferent success in that enterprise. The *Sylvie* was the property of Mr. Louis A. Depau, a young American gentleman of means, and was built for him by Mr. George Steers "at the same time and alongside of the *America*, which may be said to be her twin sister," as the New York *Spirit of the Times* for June 18th of that year records.

"The *Sylvie* is 205 tons, and her spirited owner is willing to test her sailing qualities with anything in Europe, not excepting the renowned *America*, for any amount of money, or for the honour of the American flag. The *Sylvie* carries a crew of eleven picked men, all smacksmen of Long Island Sound, all young, handy, and handsome. The yachts of England and Russia may beat the *Sylvie*, but they cannot take down her owner for want of enterprise, spirit, or hospitality. The best wishes of twenty million of people are with him, and though he may not command success, he will deserve it."

This article was headed, "A Challenge to Europe for 100,000 Dollars," and the lofty diction of the American Press is evidently no new thing.

Mr. Depau met with the same welcome from the Royal Yacht Squadron in 1853 as Mr. Stevens had experienced two years earlier. The Committee decided to offer a cup of £100, open to the yachts of all nations, and so give an opportunity to the American yacht to meet the pick of the English yachts in home waters. Another notable foreign yacht entered for the cup, the *Aurora Borealis*, schooner, of 250 tons, belonging to Captain Beckman.

"It is due to the members and Committee of the R.Y.S.," said *Bell's Life*, "to state that every possible objection was waived in favour of the *Sylvie* as to the unlimited use of the

sliding keel or centre board, and no yacht under any circumstances was ever permitted to sail under more favourable advantages. In short, the *Sylvie* was in no way restricted; she was allowed to do as she liked and with as many for a crew as her commander thought necessary, the great object being to test her capabilities over our own craft. So confident was everyone that another cup would be borne away from our shores in triumph, to be presented, as we were led to believe, to twenty million of people, that the members of the Squadron resolved to present a second prize on the occasion."

The race took place on the 19th August, and was sailed over a course from Cowes round the Noman and Nab to a station-steamer twenty-four miles south-west of that light and back to the Nab. The *Sylvie's* competitors were Mr. Peareth's new *Julia*, a cutter of 111 tons; Mr. Chamberlayne's *Arrow*; the *Osprey*, cutter of 59, belonging to Colonel Huey; Mr. Weld's *Alarm*, now a schooner; and Mr. le Marchant's cutter *Aurora*, which had made so good a fight with the *America*. There was also the Swedish schooner *Aurora Borealis*. The boats started in a good breeze, and after a good race the cup fell to *Julia*, the *Sylvie* finishing second six and a half minutes after the winner, *Arrow* being a minute later. The *Alarm* placed herself out of the race by bad tactics in making a long reach by which she much lengthened her course. Mr. Depau, we are told, did not understand losing, but thought it did not blow hard enough for his vessel. He admitted his defeat in a very sportsmanlike manner, and was presented with the second prize at the club-house after the race.

To conclude our survey of the influence exercised by the *America* and of the ideas she represented upon yachting in England, we may repeat that these were no new thing to English yachtsmen. The hollow bow which was her distinguishing feature first appeared in Mr. Assheton-Smith's *Menai* in 1826, and, as we saw, was adapted to their yachts by many owners at the time of the rivalry which culminated in the production of Lord Belfast's *Waterwitch*. The theory of the wave-line principle of design, of which the *America* was an example, was enunciated by Mr. Scott Russell in 1840, but

the conservatism of owners and the jealousy of professional builders who preferred the old methods of rule of thumb, prevented its general acceptance until the rather easily acquired fame of the *America* forced it upon the notice of yachtsmen. At the very moment that the *America* was producing this great sensation there was a yacht afloat in English waters which was the product of the same ideas of design, and displayed them perhaps to more advantage. This was the little *Mosquito*, a cutter of 50 tons, which, as we saw, beat the *America* herself in 1852. The *Mosquito* was one of the first of the iron yachts, and was built by the Thames Iron Shipbuilding Company in 1848, from the design of Tom Waterman, an original genius who among other notable vessels designed the *Himalaya*, famous first as one of the finest of the early P. and O. liners and later as a troopship.

The *Mosquito* had an easy, hollow bow, large displacement, a well-raked sternpost, and a deep keel. She came upon the Squadron list in 1851, as the property of Lord Londesborough, and attracted much attention by her performance against much larger craft. Besides beating the *America* in 1852, she won the Club Cup in the same year, and in the race for the Albert Cup for the following year completely outsailed the famous *Arrow* of twice her tonnage. As such an authority as Mr. G. L. Watson says, "If the *Mosquito* had been the product of an American or foreign yard, she would have created a greater sensation than the schooner, for she exhibited quite as much ingenuity in her design."

In turning to the official racing of our period, we find that it was conducted in conditions which were continually changing in sympathy with prevailing ideas on many points of importance. The arranging of races in which foreign yachts might compete, for example, led often to the abandonment of time for tonnage allowance as established by Mr. Ackers' scale. In 1853 yachts were again re-arranged. First class cutters were those above 85 tons; second, 51 to 85 tons; third, 50 tons and under. Of schooners, square-rigged vessels were

put in a first class by themselves; fore-and-aft craft above 140 tons constituted the second class; the third class was composed of those not exceeding 140 tons.

A modification of the rules of measurement was adopted in the same year. The length of a yacht was determined by measuring the extreme outside of stem and sternposts instead of her keel, three-fifths of her beam was deducted, the remainder multiplied by the beam, the product divided by ninety-four, and the quotient gave the tonnage of the vessel. This rule led naturally to the building of vessels of deeper draught, which was not taxed, and of narrower beam, and to the invention of crooked sternposts and other devices for evading the penalties of the surveyor; indirectly, too, to the evolution of the modern racing yacht.

Another Squadron rule of 1853 abolished the old "round the island" course for the longer races of the club. This was superseded by a course round a steamer at a certain distance and bearing from the Nab light, to be fixed by the Sailing Committee. Owners were required to be on board their own vessels failing a very good excuse, in which case another member of the Squadron was to act as deputy.

In 1854 it was ordained "that in future no vessels which are fitted with machinery for shifting keels or otherwise altering the form of their bottoms shall be permitted to enter for prizes given by the R.Y.S."—a rule which excluded the centre-board yacht from the official regattas. Finally it was decided to fix a time limit within which the race must be finished, failing which it was to be resailed.

The new regulations produced the usual grumbling in the sporting Press. There was, it is true, a general acknowledgment of the propriety of abolishing the "round the island" course for races, in which the state of the tide in the Solent almost invariably interfered with a fair race. The system of a time limit, however, was much criticised. "We hope the system of recalling will be put an end to," said the *Observer*. "The leading vessel always thinks it unfair, and, as actually happened in a

"MOSQUITO"

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recent match, the yachts got round the course earlier when they sailed it out than when they were recalled." It is curious to note the opposition at first to rules which later gain universal acceptance.

There was very good racing under the new dispensation. The Queen's Cup of 1852 fell to the old *Arrow* of Mr. Chamberlayne in one of the quickest races on record, the seventy-two miles of the old Queen's Course being sailed in 6 hrs. 12 min. This victory of the old boat, which gave her her third Queen's Cup, was highly popular at Cowes. The Queen's Cup of 1853 fell to the *Gloriana* of Mr. Gee in the schooner class, which won by a cable's length from Mr. Curling's *Shark*, "as pretty a match as was ever witnessed," says a contemporary reporter.

The race for the Queen's Cup of 1854 was sailed in circumstances which seem to require separate notice. The race had been fixed for the 17th August, but in the absence of a breeze it was postponed to the 21st. Meanwhile, on the 19th, many of the chief schooners of the club met in a race for a Club Cup, sailed over the new course round a steamer stationed south-west of the Nab—*Alarm*, *Arrow*, *Osprey*, *Julia*, and others. The race was a very fine one, in which the advantages and disadvantages of the new course were well exhibited. There was a good breeze, which freshened continually as the day wore on, and much clever manœuvring of the yachts, which were well handled throughout. The disadvantages of the new arrangement were most apparent in the regulation which left the final station of the steamer in doubt until quite late in the race. The competing boats followed the Committee on board of her at some distance, and could only shape their courses with anything like precision after she had hoisted a signal that her station had been taken. In anticipation of this station each sailing master was forced to make tacks which were more or less experimental, a proceeding which introduced more luck than was advisable into the contest. The *Julia*, for example, was hopelessly distanced by standing too far in towards the island before the

signal was hoisted. In the result *Alarm* arrived at the mark-boat six minutes ahead of *Arrow*, *Osprey* being third.

The race was finished at the Nab, and the yachts returned to Cowes. The *Alarm* arrived first, and the crew, elated by the success of their vessel, on passing the Castle all crowed like cocks in a very natural voice. On coming to an anchor they completed the manifestation by running out at the end of the jibboom a very lifelike effigy of a rooster and of heroic size.

Bell's Life's description of the incident seems worth giving on account of its portentous gravity.

"On passing the Castle the crew of the *Alarm* simultaneously cheered, which exultation, it occurred to us, was intended as a display of their loyalty to the Sovereign, who happened to be passing in the Royal Yacht that evening. Our attention, however, has been called to the circumstance that the cheering resembled the crowing of Chanticleer, and was anything but decorous, and must tend very much to lessen the honour of victory. To crow over the defeated is un-English-like. Gentility we do not expect from the forecastle, but such manifestations we might have expected would have been nipped in the bud. After she came to an anchor a huge effigy of a gamecock was displayed at the jibboom end. That such should have been countenanced by her veteran owner we cannot for a moment suspect. The spirit of the crew was not the ebullition of the moment, but was premeditated, and the discordant imitations of the morning bird showed the feeling which existed on board; in short, it was most insulting to the many respectable classes of vessels which accompanied the *Alarm* in the match."

Unfortunately the owners having boats entered for the Queen's Cup two days later took the same view and retired in dudgeon from the race, allowing the *Alarm* to sail over the course. These gentlemen surely took a small matter very seriously, and their resentment seems to-day rather out of place in a race for a cup given by the Queen.

In 1855 the Queen's Cup went to the *Bacchante*, 80 tons, of Mr. B. H. Jones, in a race which presented little of interest, in which, however, the *Gondola's* topmast fell through her mainsail. Mr. Gee's *Gloriana* won the trophy in 1856 from

Lord Bangor's new *Lalla Rookh* in a most exciting race, where the winner finished only five seconds ahead in a forty-mile course. Matches of this stirring description seem a justification of the Squadron classification of yachts which brought boats of similar rig and tonnage together. In 1857 Mr. Weld added another to his many victories by carrying off the Queen's Cup with his new cutter *Lulworth*, of 80 tons, by twenty-nine minutes from Sir Percy Shelley's *Extravaganza*, of 48.

There was another change in the method of measuring yachts made by the Squadron in 1857, which had a very important effect upon design. At the May meeting in that year it was decided that "extreme draught of water" should be substituted for "half the breadth" in taking the measurement for determining their tonnage. This penalised depth of hull, which had formerly been reckoned as one half of the beam for the purposes of rating, and its effect was to discourage builders from adopting a narrow and deep type of vessel inconvenient aboard and unfitted for ocean cruising. *Bell's Life* gave a list of well-known vessels with their tonnage under the old and new systems of measurement which it is difficult to understand. According to this list, the *Alarm*, of 248 tons, came out at 110 under the new rules, the *Zara* of the Commodore, of 280, appeared as of 111, while the *Titania*, of 181, by the new measurement became 129.

Sir Percy Shelley sent some interesting particulars of a cruise in his *Ginevra* schooner, 142 tons, to the papers of 1853, which record the average rate of a sailing yacht in those days in favourable circumstances. She left Poole on the 16th February and anchored at Valetta on the 25th March, having called at Guernsey on the way. We learn that her best day's sailing showed a run of 226 miles in the twenty-four hours, and that she averaged 168 miles a day on the whole voyage, or nearly seven miles an hour. It was said that the *America* had an average of less than six and a half. Another interesting voyage was that made by the Duke of Marlborough's *Wyvern* in the following year. The *Wyvern*, which was a schooner very

well known in the Solent, though not successful as a racing craft, sailed from the Cape on the 14th of December for Australia with Lord Churchill, to whom she had been lent by her owner. Thirty-six days later she arrived at Melbourne "without straining a ropeyarn or carrying away anything," which over the course sailed gave an average of 194 miles a day. We read of Lord Churchill's arrival during the height of the gold fever, of his having to pay 30*s.* to be rowed ashore from his yacht, a mile off, and sixpence each for eggs for his breakfast. The performance of the *Wyvern* excited great interest in the port, and the successful gold miners contended with each other with great spirit in the sums they offered for her.

At the period at which we have arrived, Cowes, we imagine, had arrived at the height of its prosperity as a centre of yacht-building. The appearance of the *Mosquito* and her success was really ominous of changes which were presently to take place by which the eminence of the southern yards was to be usurped by those farther north, where the boats of new material were more easily and cheaply turned out. But the place had profited vastly by the custom which the Squadron and the patrons of the yachting interest generally had brought to its shores, and Cowes was now reaping the advantage of the Queen's residence so near to the town. By 1857 the little fishing village had grown into an important watering-place of six thousand inhabitants, where municipal improvements, lines of packets, and electric telegraphs to the mainland were burning questions of the day. We are no longer indebted to the Southampton papers for patronising references to the island affairs. The *Isle of Wight Observer* was already a local journal of very independent views and of able management. There were great invectives about the hidebound views of the landed interest, which prevented the development of the place, the state of the roads, the question of waterworks, Mr. Ward's monopoly of the landing accommodation at the pier, and what not. The *Observer* deplored the presence of snow in the streets, and reported with much indig-

nation the lamentable fact that boys were seen to slide on the footpaths. It tuned its eloquence to the denunciation of all those who opposed a scheme for a new landing-place to compete with that of Mr. Ward, under an Act which had been at the service of the progressive inhabitants, if any, since 1816. Sir Charles Fellowes, an energetic member of the Local Board, was happy in the *Observer's* support, until in building the long row of houses on the Parade, now partly occupied by the clubhouse of the Royal London Yacht Club, his workmen, in 1853, set afire the carpenters' shavings and burned down the King's house, which stood in the rear of that ugly row, and had been sacred to the memory of King George IV. since the early days of the Yacht Club.

There are many interesting details of the local life of Cowes at the time that it was acquiring its modern character to be found in the early numbers of the *Observer*. In 1853 the Isle of Wight Steam Shipping Company ran but one boat each way daily, and there were dolorous complaints that the through traffic was in consequence diverted to Ryde. In the same year the *Observer* congratulated its readers on the arrival of the Telegraph Company's wire and office on the Parade. The *Observer* kept its eye on the hotel proprietors of the place, and pointed out that thirty shillings a week for a small and ill-furnished room, "with what is vauntingly termed a sea view," was an excessive charge which tended to keep visitors away from the town. It was a perfect scandal, too, that no sitting magistrate was to be found nearer than Newport, and the *Observer* commended "our energetic townsmen, Mr. Ratsey and Sir Charles Fellowes," for taking measures which were likely to remedy such a state of things. There seems some humour in the following announcement, which dealt with the local commerce of Cowes in 1852:—

"We are happy to say that the chemists of the town have issued a printed notice saying it is their intention to close their shops at eight o'clock in the evening, in order to afford those in their employ time for improvement and relaxation. May this

example be contagious, and may those who are benefited by it employ the time given to them in sober, rational, and ennobling pursuits."

We learn how, in 1852, Mr. George Robert Stephenson's crew left his iron yacht *Titania* without a watch, but with a roaring fire in the cabin; how the yacht took fire and was burned clean out, and how Mr. Stephenson's plate was reduced to two bucketfuls of molten silver; how all his plans and drawings and scientific books were lost; how by a miracle 200 lbs. of powder in her magazine did not explode, although she was reduced to a shell and her plates were red-hot to the water's edge.

There are particulars of an exciting time in the roads when the U.S.S. *Humboldt* ran amok among the assembled shipping in 1854 and played havoc.

"On getting under weigh she ran foul of the *Waterkelpie*, R.Y.S. cutter, tore away the taffrail and damaged the bulwarks, then swung off to the R.Y.S. *Lotus*, which with some difficulty saved her jibboom, and afterwards ran into the same cutter again and took her bowsprit clean off at the stem."

The *Franklin*, too, another American steamer, in the same year displayed a lamentable carelessness in saluting:—

"On getting abreast of the *Constance* she fired as usual *en passant* two guns, one of which passed directly over the head of the noble Marquess of Conyngham, who with his son and daughters were on deck. The wad struck the main boom of the yacht, and fell at the feet of the party, who fortunately were sitting on the deck cushions. The wad was sent as a reminiscence to Smith's Yacht Rooms. It is a formidable weapon of about nine by six inches, and has been emitted from a great bore. Surely the gunner ought to be more cautious how he directs his artillery."

In 1855 people at Cowes were reminded of the rigours of the dreadful winter which our troops were encountering in the Crimea by an outrageous frost, which was so severe that fish of all kinds were rendered torpid by the cold, and were caught by hand in great numbers along the shallow waters of the shore. There is similar interest in a report of 1856, which tells us of a prodigious conger eel which appears to have maintained a

single combat with Mr. Ratsey's men on the slipway. "After a long struggle, during which the eel showed great fierceness, fighting desperately, it required the exertions of two men to capture it."

In glancing at the domestic records of the Squadron during the few years following Lord Wilton's election as Commodore, we find little of any great note to record except a continuous and growing prosperity, financial and otherwise. The year 1852 was marked by the retirement of Mr. Bates from ill health, who departed with the hearty good wishes of the club. The progress of the club during Mr. Bates's term of office had been steady, and the Committee acknowledged that some at least of this satisfactory state of affairs was due to Mr. Bates's able discharge of his duties. We find them recording their sense of this by passing a resolution thanking Mr. Bates for "his long and faithful services," and voting him a purse of 100 guineas and a piece of plate. He was succeeded by Captain Cheseldon-Browne, R.N., who was also elected as an honorary member without subscription. At this moment the club list contained 102 vessels, of which forty-eight were cutters, thirty-eight schooners, one brig, and the rest yawls or undescribed. The Squadron numbered 182 ordinary members, with a much larger body of honorary members, and there was the satisfactory balance of £3,160 in hand.

In 1853 we find the last objection to steam removed by the rescinding of all rules which prohibited its use in the club yachts.

The great events of 1854–5 cast a shadow over Cowes and the Squadron as elsewhere, and a letter of Lord Wilton's, dated 9th December, 1854, is a reminder that the club in its prosperity was not forgetful of others.

"SIR,—Having long felt anxious to do something towards alleviating the privations of our gallant countrymen in the Crimea, it appears to me that this object could not be better accomplished than by fitting out a large yacht and filling her with those comforts and luxuries which we have reason to believe would be most appreciated by them. I cannot but hope that a plan of this sort will be extremely popular in our club,

which contains so many members connected with the army by the closest ties of relationship and old fellowship.

"The plan I venture to propose is to obtain the loan of one of the largest yachts, to fit her out, and freight her by means of twenty sovereigns each, and that a supercargo be appointed to accompany the vessel, in order to ensure the proper disposal of the freight, which I suggest should be sold at cost price.

"I should be obliged to you if you would transmit a copy of this letter to every member of the club, and to request them to be good enough to return me an answer at their earliest convenience addressed to Egerton Lodge, Melton Mowbray, in order that no time may be lost in carrying the design into execution, should it meet with general approval.

"I remain, yours truly,

"WILTON.

"To the Secretary R.Y.S."

As a result of this letter a subscription was opened at Messrs. Drummond's, and we read a few months later of the R.Y.S. schooner *Fairy* at Balaclava, where she unloaded the good things which Lord Wilton's kindly thought procured for the suffering men in those awful trenches before Sebastopol. The *Fairy* was accompanied by the *Esmeralda*, *Claymore*, and other boats of the Squadron.

There had for some years been rumours that upon the vacation of the Castle at Cowes, of which Lord Anglesey was Governor, the Squadron would be likely to attempt to obtain a lease of that historic building as a club-house. There had been some little disagreement with the owner of the existing club-house as to the amount of rent, and there was a general feeling that the club had outgrown the accommodation which the place provided. These rumours received definite confirmation when, in 1855, a special general meeting of the members summoned at the "Thatched House" on December 4th passed a resolution—

"That the Marquess of Conyngham's offer to the R.Y.S. to transfer the lease of Cowes Castle offered to his lordship by the Commissioners of Land Revenue be accepted by members of the R.Y.S., and that the Commodore be requested to negotiate the terms of a lease to the R.Y.S. with the Crown."

CALSHOTT CASTLE. ENTRANCE TO SOUTHAMPTON WATER

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A Building Committee, composed of Lord Wilton, Mr. G. Bentinck, Mr. E. N. Harvey, Mr. W. B. Ponsonby, Mr. C. R. M. Talbot, Mr. Spencer de Horsey, Lord Exmouth, and Mr. H. B. Baring, was appointed, and the minutes of the next few years are full of the details of the transactions which led to the removal of the Squadron to its present incomparable quarters. That Committee found gentlemen to advance £4,500 at five per cent. for twenty-one years, repayable by equal instalments at seven, fourteen, and twenty-one years, and secured on the lease and on bonds for repayment in the name of the Commodore and Vice-Commodore, the members of the Committee, and of some other members of the Squadron.

The Committee took the advice of Sir John Bailey on the financial position of the club considered in this new aspect. He delivered a very complete report which dealt with the financial details of the management for many years. He pointed out that the club had saved a sum of £2,600, and that its income and expenditure had balanced on an average of the previous ten years. It is of interest to note that the only item of expenditure which incurred his criticism was a payment of £50 for a Committee steamer during the years 1853 and 1855, which he condemned as unjustified.

Sir John remarked that the club proposed to incur a liability of £6,000 in removing to the Castle, besides sinking their savings of £2,600. He saw no prospect of saving any income in the future, and recommended that there should be an extraordinary levy of £35 per member, or in the alternative, an increased annual subscription, which he preferred, in order to liquidate the new debt.

"The alternative is fearful to contemplate: inevitable debt, litigation, the loss of our pre-eminence, and the probability of being swallowed up by the Thames, or abdicating in favour of the Victoria."

The Squadron nevertheless faced the alternative, for Sir John Bailey's Report was adopted, "with the exception of the proposals for raising the funds." In the light of its

recent history one feels that this decision was much to be regretted.

There was much interest in the building operations which followed upon the successful negotiations for the lease, and the comments of the *Observer* upon the subject seem worth recording. The building and its surroundings evidently underwent a thorough alteration.

"Those who have visited the Isle of Wight well know, and those who have not may have learned, that the celebrated Cowes Castle, once the lion of the place, has lately surrendered itself to the pickaxe of the vandals of the present age, and that during the winter the old Castle has been divested of its ivy and its once picturesque and formidable appearance. The tall and stately elms which overtopped the fortress have been thinned to render the building more visible, and which is a decided improvement. The whole of the erections and additions of the past two centuries have also been removed, and the lath and plaster has yielded to more durable materials. The whole character of the building has been transmogrified, and the no mean fortress will henceforth figure in the guide-books as the headquarters of the Royal Yacht Squadron, the rendezvous of the princely lord and squire.

"Some have compared the front to a monastery, and the rear of the building to a nobleman's mews, whilst others have declared it from its irregular appearance to resemble some discipline establishment.

"We think a far prettier design might have been produced at a far less cost, for we pronounce the lordly mansion to be a combination of patchwork of every period and of every country. The style, we are told, is Elizabethan; we should have preferred the Victorian. From whatever quarter of the compass, it is like a kaleidoscope, ever changing. The frontage, or northern aspect from the water, is certainly very massive and noble. The semi-luna battery of King Hal, which gives an idea of the original fortification, has been preserved. At the west end, on the site where the famous cookery of the late gallant Marquis stood, has been erected what is termed the tower, and as such we must call it. One would almost think it had sprung out of the fumes of the cook's stockpot, a perfect *olla podrida*, a mixture of everything. . . . We understand that the ballroom will be on the platform, projecting like a greenhouse to the building, with a glass roof, and which no doubt will alter the present appearance. The splendid lawn has been tastefully set out with shrubs, and the former hedge shrubs,

stables, and dairy have been removed, all of which compensate for any imperfect description we may have given. That we may not be thought severe in our comments, we must award our meed of praise to the genius which the members have displayed in clearing the ground in the rear, and divesting it of the cankered, encumbersome shrubs and overhanging foliage which, however much the former occupants of the Castle may have admired, could only tend to stop ventilation and add to the sombre appearance of the building. Their removal has afforded them the opportunity of having a capacious lawn, planted here and there with evergreens and flowers."

The alterations were made by Mr. Salvin, a London architect.

It was recorded by the careful signalman of the Squadron in a ledger, a sheet of which has happily survived, that on

"Novr. 21st, 1857.	Mrs. Thorold and servants first slept in the Castle.
Jan. 1st, 1858.	Lit the lamp on the battery for the first time.
March 15th.	Prince Albert, the Prince of Wales, and Lord Colville paid a visit to the Castle.
June 4th.	Stept the flagstaff on the point in front of battery.
July 6th.	Hoisted the flag of the R.Y.S. at the Castle.
July 10th.	General Meeting of Members."

These simple annals of the change of habitation have been engraved upon a silver plate, and so placed upon permanent record in the hall of the Castle That change of habitation of the old club has more than a domestic interest. The removal of the Squadron from its old and modest quarters at the present Gloucester Hotel, where it had sojourned since it first felt the necessity for a club-house in 1825, was destined to be followed by changes in the relations of the Squadron to other bodies of yachtsmen, and by a development of the social side of the annual meetings at Cowes which has gradually converted the Cowes week into one of the chief social fixtures of the fashionable year.

CHAPTER XII

FIRST YEARS AT THE CASTLE

1858–1870

WITH the removal of the Squadron to the Castle in 1858 began a new era in its history, during which, as we shall see, the interest taken by the Prince of Wales in its affairs exercised a most important influence upon the club, both as a social institution and as a society of yachtsmen. From the Prince's connection with the Squadron may be traced the growth of the Cowes regattas into the important social functions they have since become, a direct result of His Royal Highness's patronage, and of his desire that the hospitalities of the club, which the convenience of the new club-house suggested, should be extended during the annual festival to ladies. When we come to consider the distinguished career of the Prince of Wales as the owner of racing boats, there will be no difficulty of demonstrating, were it necessary, the beneficent effect of his interest in active yachting upon the sport itself.

The Prince of Wales's first connection with the Squadron was in 1863, when he repaired the loss which the club had sustained by the lamented death of the Prince Consort by becoming its patron and by presenting an annual cup at the regatta. In the same year we read of Cowes being *en fête*, when on the 10th of March Captain Legard took charge of the arrangements to celebrate His Royal Highness's marriage with the Princess Alexandra of Denmark. The narrow streets of the little town were so bedecked with evergreens as to present the appearance of Devonshire lanes, as is recorded in the local papers, and displayed, among other loyal sentiments, the pretty greeting to the Princess, "Welkommen Danniske Rose." The whole

Drawn by P.Dewint
COWES CASTLE

town was afloat to greet the royal yacht; two lines of small vessels connected with ropes lined the harbour, and to these ropes the inhabitants held on and formed a living avenue for the entry of the royal couple. The occasion was very happily commemorated by Mr. G. R. Stephenson, who, by the following letter to Mr. Moore, the Chairman of the Local Board, dedicated the Green to the town of Cowes for ever:—

"*March 6th*, 1863.

"DEAR SIR,—I herewith enclose you a cheque for £500, £300 being for the purchase of the Green, which I desire to present to the town of West Cowes on the arrival of the Prince of Wales and his Bride as a lasting memorial of an event which I trust will be for his welfare as well as our own. £150 I desire to be invested by the authorities of the town, the interest to be expended for the painting and keeping in repair of the seats on the Green given to the town by me some years since. With a view of enabling the destitute poor men, women, and children to have some pleasurable recollection of the above event, I desire that the balance, viz. £50, be expended in providing them with a plain, substantial dinner and such beverage as you may deem best. The carrying out of my wishes I leave entirely in your hands, as I feel sure you will give your time and trouble in any matter connected with the town or for the benefit of the poor around you.

"I am, my dear Sir,

"Yours truly,

"GEORGE ROBERT STEPHENSON."

We notice in the following year that a band had been formed under Mr. Stephenson's auspices, whom he clothed "in a most beautiful suit of clothes each. The cap is quite a natty affair and well worth looking at, being of the turban shape and a very handsome gold device in front."

Two years later, at the annual meeting held at Willis's Rooms in 1865, a meeting which marked the jubilee of the Squadron, the Commodore announced that the Prince of Wales intended to honour the club by active participation in its affairs as a member. On the 8th of July accordingly, at a meeting held at the Castle, His Royal Highness became a member by the acclamations of all present. The Prince's name very

happily completed a long list of royal members who had already honoured the club by their patronage, and when at the Squadron ball in the regatta week the Prince opened the ball with Lady Wilton and the Princess gave her hand to the Commodore, there was all the promise of the great benefit which the Squadron and the sport have reaped during thirty-five years from his active interest in their welfare.

Before proceeding to the general history of our subject we may perhaps follow our plan of glancing at some of the more notable names which time was adding to or taking from the club list.

Among these notables was certainly Richard Bethell, Lord Chancellor Westbury, who came into the Squadron with the schooner *Flirt* in 1864, and who is remembered to-day as a man of commanding ability, whose career was ruined in the end by an unfortunate gift of sarcasm.

It is recorded that Bethell matriculated at Wadham in a short jacket and frill at the age of fourteen, and that he took a double first four years later. From that day until he resigned the Woolsack in 1865 there was hardly any undertaking in which he did not succeed, or in which his success was not vitiated by his habit of bitter speech. It was said of him that he had a nature into which the scorn of forms and of lesser intelligences than his own entered far too fully. He possessed a tongue of marvellous bitterness, and his style of cruel irony was all the more effective by the peculiar suavity of the tone in which he gave out his sarcasms and his epithets. "With a face that only suggested soft and bland benevolence, with eyes half closed as those of a mediæval saint and in accents of subdued, mellifluous benignity, the Lord Chancellor was wont to pour out a stream of irony which corroded like some deadly acid."

There are many stories of Lord Westbury's sayings which made the decorous lords gasp with astonishment when first he took his place among them. He told the bishops that they had incurred the penalties of præmunire; he described a synodical judgment in which Bishop Wilberforce, who was

among his numerous enemies, was concerned as "a well-lubricated set of words, a sentence so oily and saponaceous that no one can grasp it." He delighted in pointing out the shortcomings of the House of Lords as a court of appeal, and his judgment in the *Essays and Reviews* cases was said "to have taken away from orthodox members of the Church of England their last hope of everlasting damnation."

Lord Westbury, however, was a real reformer in legal matters; the close of his career was a loss to the law and the nation. It was undoubtedly his gift of sarcasm which had made so many enemies that secured his downfall. The House of Commons refused to adopt Mr. Ward Hunt's motion which declared him guilty of the abuse of his position in the matter of patronage, but an amendment which accused him of "a laxity of practice and a want of caution in regard to the public interest" caused his retirement into private life.

Another great lawyer, elected with the *Zouave* in 1869, was Sir Alexander Cockburn, the seventh baronet and Lord Chief Justice of England, who was a good sportsman and a very popular man, as well as one of the most eminent lawyers of his day. He entered the House of Commons as early as 1847, but he first attracted general notice by his able defence of Lord Palmerston in the Don Pacifico affair. His reputation as an advocate was first established in the Crawford claim to the Dukedom of Montrose, and was amply sustained by his conduct of the plaintiff's cause in the Hopwood case, where he gained a verdict for his client in opposition to the highest aristocratic and territorial influence in Lancashire, as also by his prosecution of Palmer, the Rugely poisoner.

There is a very humorous story told of Cockburn's meeting with Bethell which, with its sequel, explains very happily the want of affection for the latter among his acquaintance. Cockburn went to shoot pheasants with Bethell and his son at Hackwood. Both father and son fired at a bird, when there followed a great howl from an under-keeper. There was a lively altercation between the pair as to which was to blame.

In reply to Cockburn's question as to which shot him, the keeper replied, "Damn 'em, both of 'em!" During next term-time Cockburn met Bethell at a conclave of legal bigwigs who were assembled to settle some questions of procedure. Bethell opened the proceedings by saying that he was glad to say he had his learned friend Sir Alexander Cockburn with him. Cockburn demurred, and said he did not remember any discussion of the subject between them. "Oh yes," replied Bethell, "you must recollect it, my dear friend; it occurred the morning you shot my keeper."

It is perhaps worthy of mention that Cockburn condemned as libellous the "Black List," a record of yacht-hands who had misbehaved themselves, kept by the Secretary, and that upon his advice the Committee abandoned it.

Mr. John Lancaster, elected in 1865, was one of the great metallurgical experts and leaders of the steel and coal industries of the middle of the century. As a yachtsman he will be remembered as the owner of the *Deerhound*, on board of which he witnessed the memorable fight between the *Kearsage* and *Alabama* off Cherbourg, and picked up Captain Semmes when the latter sunk and took him into Southampton. There is a tradition still current at the Castle that he came on to Cowes, and hearing that the Commodore was at dinner, thought it probable he would like to hear the latest details of the action. He accordingly sent in his name to the dining-room, and told Lord Wilton all he knew. Lord Wilton did not recognise Mr. Lancaster as a member of the club, but took him for a sea-captain, and was heard to say to his neighbour, "Do you think we should offer him a glass of sherry?"

The short career of the fourth Marquess of Hastings was regarded by people who knew him as a most perfect demonstration of the evil which may be wrought on a weak nature by living in an atmosphere of flattery and adulation. When he succeeded his brother in 1851 he was heir to one of the finest properties in the kingdom, and during the five years between his majority and his death in 1868 his passion for excelling his

contemporaries in the prices he gave for horses and the sums for which he backed them, left him a broken man without a penny. There are many stories of his youth which display the evils of his training to advantage. One very eloquent one, which may represent the others, relates how in country cricket matches competent professionals from Nottingham were given sovereigns in order that the young Marquess might make the highest score.

Lord Hastings first appeared on the turf at the Newmarket Spring Meeting of 1862, but he had been initiated into some of its mysteries by a livery-stable keeper at Oxford, who had introduced him to Henry Padwick, the money-lender. The fruit of this acquaintance was that Padwick sold Lord Hastings a horse called Kangaroo for £13,500, the highest figure then ever paid for a horse. Kangaroo never earned his keep, and finished his career in a London hansom. Lord Hastings immediately set up a large racing establishment and kept an average of fifty horses in training at the Day stables. He won considerable sums in stakes—£10,000 in 1864, £12,837 in 1866, and £30,353 in 1867—and in backing horses he was more than ordinarily successful, winning £75,000 over Lecturer's Cesarewitch.

His first great reverse was when Hermit won the Derby of 1867 in a snowstorm, at 40 to 1, an event which cost Lord Hastings £100,000. Some people saw justice in this occurrence, for it was common talk that a couple of years previously Lord Hastings had driven away with the *fiancée* of the owner of Hermit in a cab from a side-door at Swan and Edgar's, through whose shop she had walked after leaving her accepted lover at the front door. Lord Hastings sold the Loudoun estates for £300,000 in order to meet these and other losses, and he was much cheered when he appeared later at Ascot.

His next great blow was at the Second October Meeting at Newmarket in the same year, where he had set his heart on winning the Middle Park Plate with Elizabeth, and she finished a bad fifth. He lost £50,000 by the race, and though he

pawned or sold all the property he could dispose of, he was £40,000 short of his liabilities, and was hooted when he appeared at Epsom the next season.

Many people still living remember the close of that disastrous career. Lord Hastings was considered to hold the Derby safe with Earl. The horse was scratched the night before the race, and yet won the Grand Prix with ease. Admiral Rous gave his opinion in very plain terms in a letter to the *Times*. He said that Lord Westmoreland had come to town expressly to beg of Lord Hastings not to scratch the horse, and had found him closeted with Padwick. "What can a poor fly demand from the spider in whose web he is enveloped?" asked the Admiral. There was talk of libel actions by the Days and by Padwick, but the latter acknowledged that Earl was deposited as part security for advances to Lord Hastings, and the scratching of the horse is perhaps explained in that admission.

Lord Hastings is remembered in the Squadron as a popular and kind-hearted young man. He was at first blackballed, and his fate shows the luck which attends elections at exclusive clubs. He built a large schooner, the *Ladybird*, and took a member over her before she left the yard. The builder, without any authority from Lord Hastings, and in good faith, supposing Lord Hastings to have been a member of the Squadron, had engraved the initials R.Y.S. on the brasswork of the *Ladybird's* tiller. This being reported at the Castle was sufficient to turn the ballot against Lord Hastings. He put up again, and was elected in 1866. He died two years later at the age of twenty-six.

Certainly one of the most striking figures of the century appeared in the list of the Squadron when, in 1858, the Emperor Louis Napoleon intimated his desire of becoming a member, and he was represented in the club fleet by the steam yacht *Eugénie* during the remainder of his life. The Emperor's interest in yachting and in the Squadron was perhaps first excited in the previous year, when upon his visit

to England the French squadron arrived at Cowes during the progress of the regatta and dropped anchor among the assembled yachts in the roads. There followed a presentation of a cup for a cross-Channel race, which we shall examine on a later page, and the gift of a fine portrait of himself to the club, which now adorns the library.

Napoleon, as we know, was a familiar figure in England at intervals during the first part of his extraordinary career. Lord William Lennox relates an anecdote of the last night in England before the attempt at Boulogne in August, 1840, that comic-opera expedition in the tramp steamer *Edinburgh Castle*, hired for a fortnight from the Commercial Company, which ended in Louis' rescue from a buoy by the very people he had set out to overcome. Lennox was the only Englishman among thirty-four guests invited to Carlton House Terrace on the last evening in London. There were no political allusions which hinted in any way at the enterprise, but on saying good-bye Lennox hoped that he might meet Louis at some forthcoming play at Her Majesty's. "J'espère que nous nous rencontrerons bientôt," replied he, "mais quand et où, je ne saurai le dire."

During the six years' imprisonment at Ham which followed he was visited by Lord Malmesbury, who tells a story which seems to throw some doubt on the accepted tradition that Napoleon never wavered in his confidence of placing himself at the head of his country. He professed himself very weary of his imprisonment, and declared that the Government gave him every opportunity of escape in order that they might have an excuse for shooting him. But the striking part of the conversation was his request to Malmesbury to ask Lord Aberdeen to intercede for his release in order that he might accept the proffered Presidency of Equador.

During the two years that remained to him after the disasters of 1870 Napoleon was seen often at Cowes, where, before taking the house called Beaulieu, he used to stay at the Marine Hotel, "on a third floor, until some pretty lady would leave and give him her rooms." The contrast between that troubled career

and the circumstances of its close in January, 1873, was expressed in impressive words when it was written—

"Once the ambassadors waited in anxiety for a word from those lips; but yesterday, as it were, Europe seemed too small for Cæsar and his fortunes; and now—a narrow bed, a narrow coffin, a narrow grave."

It was on the *Gazelle*, the yacht of Sir John Burgoyne, elected in 1869, that the Empress Eugénie escaped to England in 1870, when Paris was in the hands of the mob. When two years later the Emperor and Empress visited Cowes they took a sail in Sir John's *Iolanthe*. The crew of the *Gazelle*, noticing the tricolour on the *Iolanthe*, cheered her heartily as she passed, an incident at which the Empress displayed great emotion.

Sir John is a very constant visitor at the Castle, and displays much interest in the affairs of the club. He is particularly careful in seeing that the rule as to the admission of strangers is not infringed.

Mr. Edward Ellice, M.P., elected in 1871, was the son of the well-known Bear Ellice, the Liberal Whip of the *Greville Memoirs*. The younger Ellice was one of Lord Durham's staff in Russia and Canada, and was a consistent and independent Liberal throughout his career, though towards his death in 1880 he professed a growing want of confidence in Mr. Gladstone. He was a confirmed Free Trader in the early days of the movement, and an expert in educational and Poor-law matters. Mr. Ellice refused a peerage in 1869 offered by Mr. Gladstone "as a genuine tribute to his character, position, and public services."

Mr. Ellice was an enthusiastic lover of the Highlands of Scotland, and at Invergarry, on Loch Oich, built a house of extraordinary comfort in a situation which combined all the beauties of mountain, water, and wood. Here he did all in his power to improve the lot of the crofters, knew all his tenants personally, and greatly improved the condition in which they lived. When he first went to live in the neighbourhood a freebooter of the Rob Roy type haunted the

district and had a little stronghold on an island in the lake. This man called on the new proprietor, and striking his dirk into the table, defiantly declared that to be his title to the island. The freebooter soon came to like Ellice, and lived in amity with him, but other neighbours less willing to lose their sheep stormed the stronghold and placed the robber in durance at Fort William.

Sir Henry Edwardes was one of the well-remembered figures at Cowes during this period, well and widely known as "The Bart," and a popular and agreeable companion, and forty-eight years a member of the Squadron, where he spent much of his time. Sir Henry's name recalls that of his great friend, Lord Ponsonby, who succeeded to the title late in life, and was better known as Captain W. B. Ponsonby, of the middle years of the century. Captain Ponsonby, of the 7th Fusiliers, was a remarkably witty Irishman, who lived entirely at the club-house, whose society was much appreciated from the number and excellence of the anecdotes he had to relate about the world in general, and yachtsmen in particular. It was he who said of a certain yacht which was notorious for its uncleanliness that it was the test of a good telescope to make her out from the platform before you winded her. He delighted, too, in relating a story of two of the old salts, Mr. Bentinck and Mr. Maxse.

These two great friends were dining together at the club, when the waiter brought in a dish of red mullet, composed of a large and a small fish, which he placed before Bentinck. "Big Ben" looked wistfully at the larger of the two and pushed the dish across to his friend, saying, "Help yourself, Maxse," hoping that he would take the smaller, which was towards him. Maxse, on the contrary, stuck a fork into the larger, and returned the dish to Bentinck. The latter was seriously huffed, declared it was the most ungentlemanlike thing he had ever known, and would not speak to Maxse for months.

Lord Ponsonby lived only a few years to enjoy his title and Irish estates, and died quite suddenly on his yawl, the *Lufra*, in

1867, his friend Sir Henry Edwardes being with him at the time.

Mr. G. H. Ackers, the inventor of Ackers' scale, was another well-remembered figure at the Castle until his death in 1871, the owner of the steam yacht *Brilliant*, 420 tons, considered a huge vessel in her day, and known by the nickname of "Old Crackers" to the irreverent youth of the club.

A contemporary and survivor of Mr. Ackers, Mr. Thomas Greg, before his death in 1884 was able to look back on a membership of fifty-three years. "Grog" Greg was a noted *bon vivant*, whose first consideration after breakfast was the selection of delicacies for luncheon and dinner. He bought Mr. Christopher Sykes's *Galatea*, a schooner of 143 tons, after the latter had been blackballed at the ballot, to the regret of most of those who knew him. Mr. Sykes always used to say that Mr. Greg laid claim to all his personal effects on board the yacht as part of the bargain, and that he had the greatest difficulty in getting away even his clothes.

Sir Thomas Whichcote, of Aswarby Hall, Lincolnshire, was another of those typical country gentlemen who were to be found in such numbers at Cowes. He owned Lord Cardigan's *Enchantress* for many years, and was a noted member of the Belvoir hunt. Captain Lindsay-Sheddon, of the 17th Lancers, was another, was Master of the New Forest Hounds, in later life much at Cowes, and a constant member of the Sailing Committee. Mr. E. N. Harvey, formerly of the Life Guards, predecessor of the present Librarian to the Squadron, is still remembered as a familiar figure at Cowes in his schooner *Gitana*. The same may be said of Sir Henry Oglander, one of the territorial magnates of the island, an enthusiastic yachtsman who was to be seen on the Solent in his yacht all the year round.

The history of the community of men interested in a particular sport is necessarily a record of loss as well as gain. Death during those years was busy at Cowes as elsewhere, and removed many names from the list whose careers recall the

earlier traditions of the club. The Squadron, as we saw, lost a gracious patron in the Prince Consort in 1862, and the great sorrow of the Queen was felt in a double measure among the little island community which owed so much to Her Majesty's active interest in its welfare.

In 1860 died Mr. Spencer de Horsey, M.P., whose membership dated from 1833. He assumed the name of de Horsey from that of a remote ancestor who, in the reign of Elizabeth, was Governor of the island. His son, Admiral de Horsey, is one of the best-known residents of Cowes at this time.

Many of the earlier traditions of the club and the sport centred in the name of Sir Bellingham Graham, whose death occurred in 1866. We saw Sir Bellingham elected in middle life as early as 1835, and his death severed one of the last links between the old times and the new.

It is perhaps hardly necessary to point out that an important chapter in the history of yachting was closed by the death of Mr. Joseph Weld, at the age of eighty-seven, in 1863. We have seen how salt-water yachting in England really opened with his match with Mr. Sturt in 1801, and there is little danger of exaggeration in stating that its destinies were moulded by his success as a yacht designer during his career of sixty-two years as a yachtsman. One would like to know more of the personality of such a sportsman than is recorded of him, but it is most difficult to recall his individuality. Mr. Weld was a constant attendant at the annual meetings, but there is no record of his having uttered a word, no saying, no story or anecdote of him apart from the performance of his famous yachts. We stated some few facts about his family in noticing his election, and we learn from the local paper that his death was lamented by a large circle of friends and by the poor of his neighbourhood. There seems a pathetic interest in the fact that his old skipper, Edward Corke, of Cowes, who had so often steered *Alarm* to victory, died a few months before his master at the age of eighty-three.

We may conclude our obituaries by noting the death of Mr.

Thomas White, at the age of eighty-six, in 1859, when his fellow-townsmen recalled how much Cowes owed to him and his family. Thomas White, the first of the notable Cowes shipbuilders, was born at Broadstairs in 1773, and came of a family noted in the craft, his grandfather, John, having been a famous builder of fast vessels at the same place in the early part of the eighteenth century. Thomas migrated to Cowes early in the nineteenth century, having recognised the Medina as a convenient spot "for the construction of ships and the repairing of such as might be driven in through stress of weather. In 1815 he constructed the Thetis dock and building yards on a site which was then nothing but a marsh."

Thomas White's son by a first marriage was Joseph, whose merits as a builder of yachts the earlier members of the Squadron had so much reason to acknowledge, and who conducted a business of his own apart from that of his father. Two sons of Thomas White's second marriage, John and Robert, succeeded their father in the management of the existing great concern a few years before his death.

In the same connection we may note the retirement of Michael Ratsey, another of the most famous of the Cowes worthies, who, continuing the traditions of his father, Lynn Ratsey, eventually took the place of Joseph White as chief builder to the Squadron. There is no yacht-builder of that name at present at Cowes, but it is perhaps more famous than ever through the world-wide eminence of the firm of sail-makers of which Mr. Charles Ratsey is a member, a firm which continues the famous traditions of the old establishment of George Robin Ratsey, to whose sails Lord Belfast owed so much in his long struggle with Mr. Weld in the early days of *Louisa*, *Arrow*, and *Alarm*.

By the year 1858 there were a score of vigorous yachting clubs, with stations all round the coast, to bear witness to the increasing popularity of the sport in this country. These clubs had their own views on matters of interest to yachtsmen—measurement, rules of sailing, and the like—and were growing

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each year less and less accustomed to look for inspiration in such matters to Cowes.

Of the elder of these clubs the Royal Thames was perhaps the most important. It had, as we have seen, a great sporting tradition of its own, and was the club *par excellence* of the owners of the smaller classes of yachts, under forty tons, whose interests had been consistently ignored by the Squadron. The Royal Victoria was already firmly established at Ryde, and many of the regatta committees of the earlier days had crystallised into clubs of great influence near their own stations, which were distributed along the shores of the three kingdoms. Almost all of these enjoyed the royal patronage, and their numbers and vigour in 1858 may be taken as a measure of the progress made by the sport of salt-water sailing in British waters during just half a century.

In England there were the Royal Harwich and the Royal Engineers at Chatham, and the Royal Yorkshire at Hull, which shared with the Royal Thames the organisation of yachting on the east coast. On the southern coast, besides the Victoria at Ryde, were the Royal Southern at Southampton and the Royal Western at Plymouth. On the west were the Royal Mersey at Liverpool and the Royal Welsh at Carnarvon.

Scotland was represented by the Royal Northern at Rothesay, the Royal Eastern at Queensferry, and the Royal Clyde at Hunter's Quay. Ireland had the ancient and resuscitated Royal Cork at Queenstown, the Royal Irish and the Royal St. George's at Kingstown, and the Royal Western of Ireland, which had lately split from its parent body, the Royal Western of England. The Royal London and the Temple Club were two new societies of yachtsmen on the Thames, and within a few years the list of British yacht clubs was to be further increased by the Royal Albert at Southsea, the Royal Alfred at Kingstown, the Royal Channel Islands at St. Helier, the Royal Ulster at Bangor, and the New Thames at Gravesend.

It is not surprising to find that many of the yachtsmen represented by these clubs often failed to see eye to eye with the

senior institution at Cowes. The reports of the doings of the yachting world no longer continued, as of old, to be mere eulogies of the aristocratic body of gentlemen on the Solent. They were more often composed of very outspoken criticisms of the Squadron, both in its corporate capacity and as a society of individuals whose actions were assumed to be public property. Irresponsible advocates of other yachting interests were never tired of attacking the pretensions of the club to represent the sport, of blaming its management for any shortcomings at the regattas, or of discovering injustices and grievances under which other yachtsmen groaned which were held to be a natural outcome of its tyranny.

Then the fact that the royal cups were confined to the Squadron yachts was made a grievance of the first water. It was gravely pointed out that races for cups provided by grants from the Civil List were national concerns, and that it was a scandal that they should be confined to members of a body which no longer even professed to concern itself with the encouragement of marine architecture and seamanship, in furtherance of which object the cups had been bestowed. There followed solemn discussions of the grievance in the Press, which were only set at rest by a communication from the Treasury to the effect that the yachting cups were presented by the Sovereign and the Prince Consort from their privy purses. A public letter from the secretary of the club explained that the Squadron had no option in the matter of including other yachts in the races for the royal cups, as these were expressly confined by the royal command to contests between members of a body of gentlemen which the Royal Family had been pleased to patronise on its own terms from the first.

Finally, in 1859, was agitated the famous grievance of the supposed privilege possessed by the Squadron of flying the White Ensign. A debate in Parliament and the publication of a Blue Book were necessary to compose the agitation of the aggrieved ones in this matter. It was really, in essence, a very

simple one, which had been somewhat complicated by the blundering of a clerk at the Admiralty, and the privilege as a fact was no privilege at all. As some misconception of the matter still exists, it may perhaps be well that its history should here be plainly stated.

We have seen in an earlier chapter how the vessels of the Squadron were, by successive concessions of foreign Governments, granted privileges of exemption from port dues in foreign harbours, which placed them as pleasure vessels in a class apart from merchant vessels. These privileges in fact set them on the same footing as the King's ships, and it was felt by the Admiralty that a distinguishing ensign for these vessels was necessary for the convenience of the officials of the foreign Governments whose harbours they visited. There were only three ensigns available for the purpose—the Red, White, and Blue. Of these the Red was already allocated to merchantmen, the White was worn then as now by the King's ships, and the Blue by another class of vessel under the Admiralty—transports and the like. The privileges granted by foreign Governments to yachts being exactly those enjoyed by the King's ships, it no doubt occurred to the Admiralty that the same ensign would be most suitable as a distinguishing flag for the pleasure vessels. In any case, as we have seen, permission to wear the White or St. George's Ensign was given to the Squadron by a warrant of the Admiralty in the year 1829.

It is important to note that the wearing of the ensign was not confined to the yachts of the Squadron, but was permitted by those of any other recognised yacht clubs who chose to apply for it. Most of the clubs existing at the time availed themselves of the permission—the Royal Thames, the Royal Eastern, and the Royal Western Yacht Clubs, among others. Shortly after 1829 the Irish members of the Royal Western Yacht Club seceded and formed a club of their own, entitled the Royal Western of Ireland Yacht Club. This club was granted the use of the White Ensign in 1832 in circumstances which show how little the flag was valued at the time,

and that its use was not regarded in any way as a privilege. Mr. O'Connel, the original Commodore of that club, addressed a letter to the Admiralty dated the 30th January, 1832, which contained the following passage:—

"A White Ensign has been granted to the Royal Yacht Club, a Red Ensign to the Royal Cork, a Blue Ensign to the Royal Northern, and as the only unoccupied national flag we have assumed the Green Ensign."

To this the Secretary of the Admiralty replied:—

"I am commanded by my Lords Commissioners to acquaint you that you may have as a flag for this club either a Red, White, or Blue Ensign, with such device thereon as you may point out, but their lordships cannot sanction the introduction of a new colour to be worn by British ships."

The Irish club then chose the White Ensign, not considering it as any privilege, as is evident from Mr. O'Connel's letter, but rather the reverse, and they added a crown and a very small wreath of pale shamrock leaves as a distinguishing mark. So the matter rested for ten years.

Meanwhile, as the number of yacht clubs and of private vessels increased, there were constant complaints reaching the Admiralty through the Foreign Office of irregularities committed in foreign ports by owners of pleasure vessels flying the White Ensign. There were charges of smuggling, of evasions of quarantine regulations, of landing and embarking passengers, and of a general abuse of the privileges which the flag conferred in foreign ports—privileges which had been granted to yachtsmen entirely by the efforts of the Royal Yacht Squadron in the early days. There was a continual correspondence between the Admiralty and the Secretary of the Squadron on the subject during those ten years which is preserved at the Castle, and goes to show that a great part of that gentleman's time was spent in explaining that such and such a vessel which had committed such and such an outrage at Lisbon or Marseilles or Naples had no connection with the club. These irregularities had the natural result of bringing odium upon other yachtsmen flying the same ensign who were innocent of any abuse of its

privileges, and the nuisance at last became so injurious to the reputation of the Squadron that a meeting of the club in 1842 passed the following resolution:—

"The meeting requested the Earl of Yarborough to solicit the Admiralty to alter the present colours of the Royal Yacht Squadron, or permission to wear the Blue Ensign, etc., in addition, in consequence of so many yacht clubs and private yachts wearing colours similar to those at present worn by the Royal Yacht Squadron."

There followed a correspondence between Lord Yarborough and the Admiralty, in which the former made complaint of "the many irregularities committed by persons falsely representing themselves as members and bringing undeserved disgrace on the Royal Yacht Squadron." The result of the correspondence appears in a letter from Mr. Sidney Herbert to the Secretary of the Squadron dated from the Admiralty on July 22nd, 1842. The Admiralty refused permission to the Squadron to change their flag, and decided to confine the use of the White Ensign to its members. "I am commanded by my Lords," wrote Mr. Herbert, "to inform you that they have consented to so much of the above request as relates to the privilege of wearing the White Ensign being confined to the Royal Yacht Squadron, and that they have taken measures that the other yacht clubs may wear such other ensigns only as shall be easily distinguished from that of the Royal Yacht Squadron." In pursuance of this decision all clubs were notified that the permission to fly the White Ensign was henceforward confined to the members of the Squadron, and the matter again appeared to be settled.

In notifying these clubs, however, the clerk at the Admiralty being unaware of the secession of the Royal Western of Ireland Yacht Club from that of England, addressed his letter to the English club only, and in the absence of any instructions to the contrary, the Irish club continued to fly the White Ensign. Matters rested thus until a further correspondence between the Admiralty and yacht clubs arose in 1858. Some years previously the Admiralty had issued particular warrants to the

owners of particular vessels in addition to the general warrant issued to the clubs as corporate bodies. In that year the Royal Western of Ireland Club applied for particular warrants for its members, but was at first refused on the ground "that it was defying the Admiralty by flying the ensign, and that the accidental omission of a letter in 1842 was not considered to confer a claim to exemption from the general rule then established, viz. the restriction of the privilege of wearing the White Ensign to the Royal Yacht Squadron." On renewed application, however, the Admiralty very weakly gave way, and issued particular warrants to members of the Royal Western of Ireland Yacht Club. This was immediately seized upon by another Irish club, the Royal St. George's, as a grievance. Its Commodore, the Marquess of Conyngham, wrote to the Admiralty to the effect that his club "felt aggrieved that a club in no way better conducted—the Royal Western of Ireland Yacht Club—should still be permitted to carry the White Ensign, as it appeared that this privilege is no longer confined to the Royal Yacht Squadron," and requested permission for his club to again fly the flag. The matter was at length set at rest by the Admiralty in a letter to Lord Wilton as Commodore of the R.Y.S.

"ADMIRALTY, *25th June*, 1858.

"MY LORD,—I am commanded by my Lords Commissioners of the Admiralty to acquaint your lordship that my Lords, having received some recent applications from yacht clubs for permission to wear the White Ensign of Her Majesty's Fleet, have considered that they have to choose between the alternatives of reverting to the principle established in the year 1842, whereby the privilege was restricted to the Royal Yacht Squadron, or to extend still further the concession which was made in this respect to the Royal Western Yacht Club of Ireland in the year 1853, and that they have decided on the former alternative. They have accordingly cancelled the warrants authorising the vessels of the Royal Western Yacht Club of Ireland to wear the White Ensign, and this privilege for the future is to be enjoyed by the Royal Yacht Squadron only.

"I am, my Lord,

"Your most obedient servant,

"THE EARL OF WILTON." "H. CORRY.

Such is the history of the White Ensign in relation to pleasure vessels. The matter was twice before Parliament, once in 1858, when an Irish member found a grievance in the decision of the Admiralty, and in later times in 1883, when Lord (then Mr.) Brassey, replying to Mr. Labouchere for Sir Henry Campbell Bannerman, cited the minute of 1842, and declared that "as the matter was historical he was not authorised to make any changes." Whatever privilege is attached to the wearing of the flag was never sought by the Squadron, and was not valued by other clubs until the irregularity of many private owners resulted in its use being confined to the old club which had first flown the flag. As a writer of 1858 pointed out, its wearing by the vessels of the Squadron alone eventually gave it a distinction among yacht ensigns, and there would probably have been the same struggle for its possession had the Squadron flown an ensign of purple or pink.

The first season with the Squadron in its new habitation at the Castle opened under most propitious auspices. The regatta was one of the most successful known for many years, and included one race which excited more than ordinary interest.

The Emperor of the French had signalised his entry into the Squadron by presenting a cup to be sailed for by the club yachts. The Committee very thoughtfully fixed the course for this race from the Nab light to a vessel moored inside Cherbourg Breakwater. The Squadron thus paid a compliment to the Emperor, and renewed their relations with a port which had been the scene of many complimentary functions in earlier times.

The Cherbourg race was made the occasion of an interesting experiment in handicapping by sail area. The idea, in England at least, seems to have originated with Mr. P. Merrett, of Southampton, but it had already been tried in America, as appears from the following letter to the Press from the Secretary of the Squadron;—

"R.Y.S. CASTLE, COWES,
"*25th June*, 1858.

"MR. EDITOR,—For information of your numerous readers who take an interest in yachting, I am desired by the Sailing Committee of the Royal Yacht Squadron to write and let you know that it is their intention in the race for the cup presented by His Majesty the Emperor of the French to try the system of a time race according to each vessel's area of canvas, instead of tonnage as heretofore.

"This system appears to have answered most satisfactorily in America, and the Sailing Committee are in communication with the members of the New York Yacht Club with a view of obtaining every information on the subject which they think may be useful, and as soon as their answer arrives I shall be able to give you further particulars.

"Yours, etc.,
"W. C. BROWNE, R.N., *Secretary*."

The event produced a long list of entries, which included seventeen of the finest vessels in the Squadron fleet. Of these ten were schooners, headed by the *Alarm*, with the *Claymore*, *Ella*, *Fair Rosamund*, *Beatrice*, *Resolution*, *Cecile*, *Shark*, *Zara*, and *Columbine*. Of these only the last, which was of 72 tons, was under 100 tons. The cutters were the old *Arrow*, the *Julia*, 122, the *Minx*, 68, and the *Aurora*, 60. There were two yawls, the *Ursuline*, 112, and the *Plover*, of 70 tons.

In order to ascertain the sail area the Committee adopted the method of taking the middle cloth of each sail as an average of the rest and multiplying its length in feet by the number of cloths. There was an allowance of three-quarters of a second for each square foot of difference of sail area between vessels, and schooners were allowed to deduct one-tenth of their area as against cutters and yawls. No more than one hour was to be allowed in any case, but it does not appear that the rule worked with fairness. Thus the *Alarm*, of 248 tons, after deducting her allowance of one-tenth, had to allow the *Ursuline*, a yawl of 112, as much as forty-eight and a half minutes, which, as we shall see, rendered the chance of the schooner, which finished first in one of the fastest-sailed races on record, a hopeless one.

The competing yachts moored overnight off St. Helens, and

Captain Ponsonby in the *Chesapeake* steamer undertook the onerous duty of starter. He left Cowes for that purpose at 5 a.m., and at 7 a.m. ordered the yachts to take their stations in a line S.S.E. from Culver Cliff. Considering the difficulties, a good start was made at 7.30 under very favourable conditions, there being a strong breeze from nearly due west and bright sunshine. Most of the larger vessels had to take in reefs soon after the start, but it was noticed that *Alarm* and *Claymore* carried whole sails, as did the *Ursuline*, though the *Alarm* was unable to hoist topsails.

It was soon evident that the *Alarm*, barring accidents, would finish well first. She successively overtook *Zara*, *Claymore*, and *Shark*, and led the fleet for the last thirty miles, rounding the mark-boat inside the breakwater at 1.10 p.m. *Zara* was second ten minutes later, and *Shark* and *Claymore* close together at 1.33, the first cutter in being *Arrow*, at 1.42. The cup, however, fell to the yawl *Ursuline*, which finished at 1.51, and so saved her time against the *Alarm* by eight minutes. The honours, however, undoubtedly rested with the veteran, Mr. Weld, whose *Alarm* sailed the seventy miles of the course in little over five and a half hours, or at the rate of twelve and a half miles an hour, a pace, as was noticed at the time, which few of the steamers of that day could have maintained.

There has probably never been a great sport so dominated by the personality of one man as was yachting from its infancy by Mr. Weld as long as he lived. At this time he was eighty-two years of age, and his own ideas about yacht designing, carried out by Inman at Lymington, had in effect defied all the efforts of the rest of the designers and builders of the world to rival, much less improve upon them. If we include, as seems fair, some of the merits of the later performances of the *Arrow*, under Mr. Chamberlayne's ownership, in Mr. Weld's claims to distinction, his vessels may be said to have remained invincible for forty years. It was the supremacy of the *Alarm* in the large-cutter days which first led to the classification of yachts and to handicaps in yacht-racing, and up to the day of Mr. Weld's death, on

October 20th, 1863, there was hardly a race in which one or other of his boats was entered, when wind and weather conditions were normal, that his ideas were not vindicated by the cup falling to one or the other of them. The racing of the period we are considering was quite dominated by the *Arrow*, or the *Alarm*, or the *Lulworth*, and half the classifications which had been adopted by the authorities during the previous ten years had been designed to keep one or the other of them out of ordinary racing.

In the first race of the regatta of 1858, that for Prince Albert's Cup, when the new idea of sail area was again tried, we find Mr. Weld's vessels the only real competitors. The sail area of his *Lulworth*, of 80 tons, worked out at 5,661 feet, and of Mr. Chamberlayne's *Arrow*, of 102 tons, at 5,894, while another cutter, of 80 tons, Sir P. Shelley's *Extravaganza*, sailed under the great apparent advantage of receiving allowance on nearly 1,000 feet of difference. And yet the race was between Mr. Weld and his old boat the *Arrow*, which he beat by thirty seconds without time allowance, after one of the finest races ever sailed at Cowes. In the same year and under the same method of handicap, in the schooner race for the Queen's Cup, we find the *Alarm* winning that coveted prize by twenty-one minutes, although she had to allow her competitors from six to twenty-three.

Neither of Mr. Weld's yachts were in the Queen's Cup Race of 1859, which was won by Colonel Summers Smith's *Brunette*, but in the Club £100 Cup *Alarm* finished half an hour ahead of seven competitors, and only lost the race through a quite unnecessary breach of the sailing regulations, the cup going to the little *Wildfire*, of 59 tons.

In 1860 the *Arrow* beat her only real competitor, the *Lulworth*, for the Albert Cup; the Queen's Cup, in the absence of *Alarm*, went to the schooner *Aline*, but in the Club Cup of £100 Mr. Weld again dominated the race, *Lulworth* beating *Arrow*, and so reversing the decision of the Albert Cup, but still keeping the prize in the family, as it were.

In 1861 the same tale was repeated, *Arrow* going off with the Prince Albert Cup a second year in succession, and causing much plaintive comment in the sporting papers.

"It will therefore be seen," wrote the representative of *Bell's Life* at Cowes, "that the *Arrow* is the winner of the Prince's Cup two years in succession. A hope has been expressed that the old *Arrow*, like the *Alarm*, will retire from future contests with all the honours they have so nobly won, and leave the field open to other yachts who might thereby be induced to enter."

The hope was not fulfilled, but its expression was an eloquent testimony to the merits of the two vessels, one of which had been launched by Mr. Weld in 1821 and the other in 1830. The cup of the other owners was not yet full, for the *Alarm* won the Queen's Cup in the same year from the *Aline, Galley of Lorn*, and *Albertine* schooners. Mr. Weld, as we have seen elsewhere, varied the performances at the regatta by sailing the once famous *America* round the island, and beating her by thirty-seven minutes. In the same year the race for the Club Cup open to boats of any royal club was spoiled by the entry of *Alarm* and *Arrow*. "It was considered," we read, "that very little chance was left for any yacht to contend against such fearful odds, and during the afternoon several of the cutters were withdrawn, and it appeared very doubtful whether there would be any race at all. Another hour passed away, when finding all attempts to induce the cutters to start with the *Alarm* were abortive, the Commodore concluded upon making up a match for cutters only, and then the *Arrow* withdrew, when a race of no importance fell to *Christabel*."

Owing to the lamented death of the Prince Consort in 1862, the Queen's Cup was withdrawn, and there was no regatta. The Club Cup and the first of the cups presented by the Prince of Wales in 1863 were taken by *Arrow*, the race for the Queen's Cup going to the schooner *Albertine* of Lord Londesborough. In 1864 the same boats captured the same prizes after the death of Mr. Weld had relieved the Solent racing of the dominance of the *Alarm*.

In 1865, by which time the vogue of the schooner was fully established, the Queen's Cup fell to Mr. Mulholland's *Egeria* from seven competitors, but the old dominance of the Weld boats was still apparent when the *Arrow*, for the Club Open Cup, starting scratch, finished first by thirteen minutes against a list of twelve competitors, but had to yield the prize to the *Niobe*, a cutter of 40 tons, who received the ridiculous time allowance of forty minutes over a short course.

It will be seen that from 1860 onwards the vogue of the schooner was so well established at Cowes that the race for the Queen's Cup, the most important prize of the year, had come to be considered a perquisite of that rig. The temporary disappearance of the *Alarm* in 1863 left the relative merits of the schooners then afloat more or less in doubt, though it is probable that the supremacy of Mr. Weld's famous vessel was not much endangered. Leaving her out of the question, however, the two most distinguished exponents of the capabilities of the fore-and-aft rig after 1860 were the *Aline* of Captain Thelluson and the *Albertine*, belonging to Lord Londesborough. These vessels divided the Queen's Cups between them, the *Albertine* usually having the advantage by saving her time over the larger vessel. The *Albertine*, moreover, was one of the very few schooners able to make a race of it with the cutter rig. But the appearance of Mr. Mulholland's *Egeria* in 1865 settled the question of the merits of the schooners on the Squadron's list for some years to come.

The "wonderful *Egeria*," as she came to be known, was a boat of moderate tonnage built by Wanhill, of Poole, measuring as she did 161 tons. We have seen that she met all the famous schooners in the Queen's Cup in 1865, and after a fine race in a true wind finished six seconds only after *Aline*, and so won with her time allowance. In 1866 she finished first, though the cup went to *Pantomime*, who saved her allowance of 3 min. 25 sec. by a minute and the odd seconds. In the following year, 1867, she would undoubtedly have beaten *Aline*, whom she followed to the goal, by ten minutes, had she not run into a squall which threw

her on her beam ends and cost her her headsails, a squall which the *Aline* escaped. In 1868 the Queen's Cup fell to the yawl *Lufra* after a resailed race in which the schooners were unable to show their merits. In 1869, however, in the Queen's Cup, where all rigs were admitted, *Egeria* won in a true wind from such vessels as *Aline*, *Arrow*, and *Pantomime*. The Queen's Cups of 1870 and 1871 were drifting matches, devoid of any interest as a criterion of the merits of the competing boats, and were won by the cutters *Vanguard* and *Foxhound* respectively. In 1872, however, the *Egeria* won her third cup out of five entries in a mixed race from *Arrow* and *Kriemhilda* in one of the quickest races on record. In 1873 she finished second only to the *Kriemhilda* cutter, 1874 gave her her fourth Queen's Cup, but the arrival of the *Vol-au-Vent* cutter in 1875, and the increasing fondness of the authorities for mixed races, renders it inadvisable to continue the comparison further.

But in the ten years we have glanced at the famous schooner had other claims to distinction. She won a race for mixed rigs for the cups presented by the town of Cowes and Lord Wilton in 1867, she was thirteen seconds only behind Mr. Ashbury's *Cambria* in the quickest race ever sailed over the old Queen's Course, that for the Town Cup of 1868, and by winning the Prince of Wales's Challenge a third time in 1874 that trophy became the property of her owner, Mr. Mulholland.

As we have hinted, there was nothing in the performances of the new cutters of this period to suggest that the principles which had produced the *Arrow* had been improved upon, much less rendered obsolete. Whenever Mr. Chamberlayne's old boat appeared in normal weather she remained invincible; but the continued alterations in the methods of handicapping which from time to time commended themselves to the Sailing Committee told very heavily against the famous boat, and her chance was often rendered hopeless. As an instance, we may mention the race for the Club Cup for boats of any royal yacht club in 1865. Here *Arrow*, a vessel of 106 tons, started scratch, and she had to make time allowances varying from seventeen

minutes to the schooners to forty-five minutes for the smallest boat over a short course. It is not surprising to find that although she finished first, the *Niobe*, who followed thirteen minutes later, was well within her huge allowance of forty minutes. After 1865 the rather arbitrary additional penalty of five minutes upon any vessel which had ever won a royal cup in a Squadron race was a further hardship to such a noted winner as the *Arrow*. And yet, as we say, whenever the wind was true, and no accident intervened, there was little afloat to endanger her chance of success. In 1869, in a cutter race of nine entries for the Club Cup, the issue lay between *Arrow* and *Volante*, a vessel which, like the *Arrow*, was already assuming an antique character, with her memories of the *America* race in 1851, and her contests with the *Mosquito*. The cup went to the *Arrow*, and the race suggested the following remarks to *Bell's Life*: "The importance of good standing sails is in this victory of the *Arrow* very clearly exemplified. Her mainsail stood flat as a board, and with a crew that handled her like clockwork, she seems now to be as formidable as in days of yore."

The same year, the penalties of her handicap notwithstanding, *Arrow* carried off the Town Cup from thirteen competitors, including her old acquaintance, *Alarm*, now sailed by her new owner, Mr. Duppa. "The *Arrow* thus won the Town Cup without time allowance," said *Bell's Life*, "and by this match still seems in a moderate breeze to be invincible. Her victory again appeared to be a very popular one, as on arrival the cheering was taken up and renewed again and again." As a fact, the *Arrow* remained without any real competitor until a new era was inaugurated by the appearance of *Kriemhilda* of Count Batthyany in 1872, an era, however, in which, as we shall see, the old *Arrow*, though at last meeting a vessel worthy of her reputation, was by no means outclassed, and was indeed the only vessel which Count Batthyany had to take seriously into his calculations. In *Kriemhilda's* first race, the Club Cup of 1872, which she won, *Arrow* was but three minutes behind.

"EGERIA" [*Photo. West and Son.*

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She finished by a longer interval in light weather in the race for the Town Cup in the same year; in the following year *Kriemhilda* only won by a fluky puff of wind. It was quite characteristic of Mr. Chamberlayne's enterprise that in 1874 he much improved the old yacht by again lengthening her to 115 tons.

The racing of the period we have considered in this chapter was conducted under constantly varying conditions, which from time to time commended themselves to the Committee in their search for a fair method of handicapping as between cutters, yawls, and schooners. They had been obliged to modify their scheme of class handicapping according to tonnage on account of the outcry from owners who only found a chance of entering their vessels once in two or three years, and their efforts were directed to the almost hopeless attempt to arrange fair races between yachts of all sizes and all rigs.

The experiment of sail area, which seemed to promise great things, failed miserably, as we saw, in 1858, and for the next few seasons class races, under a modified Ackers' scale, were resumed. In 1863 and 1864 mixed races were again adopted, with a return of all the old difficulties. In 1868 the Committee had apparently arrived at some definite estimate of the relative speeds of the three rigs, when they decided that a schooner should enter at her registered tonnage, yawls at one and three-quarters, while cutters were reckoned at no less than two and a half times their register. As if this were not enough, any long-suffering owner who had contrived to secure a royal cup during the previous ten years was handicapped by an additional five minutes; if fortune had given him two or more such trophies, his burden was increased to eight minutes.

It is easy to imagine the advantage these rules gave to a new boat, whose designer, besides being able to utilise the results proved by existing models, might always reckon on a substantial allowance from the fastest of the racers already afloat. The handicap as between rigs was found so unfair to cutters and yawls that in 1869 the former were handicapped by two-thirds

and the latter at one-half only of their tonnages in addition, schooners still starting at their register. The penalties on winners, however, were maintained until 1872, in which year the Duke of Leeds carried a resolution that all yachts should sail in sea-going trim. It was under such rules, modified in degree but not in kind, that mixed races were conducted until 1877, when yachting opinion drove them from the Solent as elsewhere.

A race for the Prince of Wales's Challenge Cup round the island in 1872 is historically interesting as the first recorded flying start, now of universal acceptance. There had been some approach to the modern method in 1863, when in the race for the Prince's Cup, "the whole fleet lying to under their lower canvas, the gun was fired with the yachts under sail." But the real flying start only appears in the sailing directions issued in 1872.

"Keep south of an imaginary line from Eaglehurst to the flag-boat and the Castle."

This race has other claims to remembrance. The start was not made until two in the afternoon and finished after midnight, when "the *Gwendoline*, after running the gauntlet of the roads, landed plump into the flag-boat and quickly sent Mr. White's barge fathoms deep, the men jumping aboard the yacht."

Another race, which was probably unique, excited some derision in 1868, when Lord Vane's steam yacht *Cornelia* raced Mr. Talbot's *Eothen* for £100. "This can hardly be considered an improvement on the Squadron programme," wrote *Bell's Life*, and as far as we know, the experiment has not been repeated.

CHAPTER XIII

SOCIAL COWES

1871–1882

A SURE sign of the social importance which the influence of the Prince of Wales brought to the annual gatherings of yachtsmen at Cowes was the attention which the society papers began to bestow upon those functions. From 1870 onwards there is a continual flow of comment upon the doings of people of leisure and position who, as soon as Goodwood was over, flocked into the little town and converted its narrow streets and primitive lodging-houses into the headquarters during a short fortnight of the most exclusive society of this country.

Cowes in 1870 differed little in essentials from the Cowes of half a century earlier. It was rendered easier of access by an improved steamboat service and by railways and telegraphs, but it retained all its old features of an interesting, if inconvenient, fishing village shut in between the sea and the Northwood estate, and altogether innocent of most of the attractions of the ordinary seaside resort. Bathing machines were rarities, nigger minstrels unknown, and the glories of the Parade were yet to come. In its High Street, then as now, if two carriages met, the wheels of one went over the pavement and the foot-passengers took refuge in the shops for safety. There was an interesting fusion of trades in those same shops, which doubtless had its convenience, where you could get cigars at the chemist's, poultry at the greengrocer's, and herrings and pigs' heads with bleeding noses from the hooks where they hung in rows on the shop fronts of the ironmongers. It was reckoned a great day in Cowes when in that happy year 1870 a hairdresser first established himself as a permanency and the

itinerant artist from Newport, who had previously shorn the locks of the community at proper intervals, found his occupation gone. Cowes tradesmen, in fact, little realised the greatness which was shortly to be thrust upon them, or dreamed that the fashion which was shortly to fill their modest lodgings should decree that no jacket for man or skirt for woman who peopled its yachts and its streets during the annual gathering, should be deemed of true fashionable cut unless it had its origin in one or two modest establishments in the little High Street.

There are many vivid pictures of the aspect of the Cowes of thirty years ago preserved for us by the writers we have mentioned:

"Nothing like its aspect," says one of them, "was ever seen out of a box of Dutch toys. From the sea it looks like a heap of superior dog-kennels which have been rolled down from the hill on which it lies and brought up full on the edge of the water; the in-and-outness of its waterside premises seems incredible, and the rooms of its houses on shore are built on that model of yacht cabins which is the highest flight of the Cowes imagination. Longing eyes have been cast by many an agent on the Ward estate, which happily closes in the houses between itself and the sea, and every kind of plan has been made for cutting it up into desirable villas of the cockney type."

Cowes, however, has been preserved from the worst of the evils of what is called "improvement" at most seaside places, and still presents many of the features which struck the writers of thirty years ago. Fashion was then content to make the most of its modest accommodation during the few weeks which it devoted to the pleasures of the place. Fashion has really continued in much the same mood since, and is satisfied with accommodation in Cowes in August which it would reject with derision elsewhere. The town has a charm of its own apart from the social attractions of the gatherings which have given it its modern vogue. As an appreciative visitor wrote of the place in the times we are considering—

"Will anyone tell me why looking out of window across the Cowes Roads on a still August night is something quite different

from looking out of window at any other place at any other time? There are the voices and shuffling of tired footsteps as the townspeople and boatmen pass on their road home after the unusual excitement of seeing and hearing Punch and Judy and a German band. There is the quick throb and thud, thud, of the swift steam launch as it plies between yachts and shore, its bright light telling the course and leaving a little streak of light as it goes; then the odd, rhythmical grating sound of oars in the rowlocks as boats leave the land; there is a long, uneven line of dancing, quivering lights, a line of darkness, and then the still, steady light of stars. A few yacht bells are struck different number of times, varying from eight to thirteen; the two old church clocks wisely and calmly set matters straight and ease one's mind by striking twelve; the woodpigeons roosting in the trees within Ward's Wall give a sleepy and somewhat croaking good-night coo; a good many moths and winged insects fly past the fluttering muslin curtains and are cremated beneath the lamp, and you know it is time to collect your thoughts that have gone wondering away beyond the sea, ships, and stars, that it is time to leave the marvellous fascination of the window and time to go to bed."

It was in these times and surroundings, then, that social England, following the lead of the Prince of Wales, converted the regatta week at Cowes into one of the greatest social functions of the fashionable year, which it has since remained. Society has decreed that before it spreads itself over Europe in the autumn its first taste of fresh air after the fatigues of the London season shall be inhaled at the little town on the Solent. To the attractions of yachting, which, as we have seen, had from the first assembled people of leisure at Cowes, were now added those of a society which, while professing to take its ease, is bound by as many social conventions on the Solent as it is on the Thames.

Some of us have tasted the pleasures of that festival on the Solent, which we see in its origin in the few years following 1870; all of us have been told a hundred times of its charm. We have learned either from experience or on the best of authority that for one week at least in the year the unpretending little town of Cowes becomes the Queen city of England, and Ryde, Southampton, and Bournemouth only "places near

Cowes." It was said of the gatherings, which were content to find accommodation in exiguous yacht cabins in the roads and in single bedrooms at exorbitant rents in the narrow streets, that for seven days you belonged to one large family of the nicest and prettiest people in England. You idled under their balconies at all hours of the day and night, dined with them when you were hungry, sailed with them when you were nautical, flirted with them when you were amorous.

The society was the same year after year. "The same party crowded into the same little houses and filled the same villas; the same wicker chairs were set out in the club lawn and filled with the identical people who had been pillars of the little town for years. Here they greet each other almost like relations; here they are kindly, considerate, almost affectionate, and the outsider feels almost like an intruder upon a family party. They all know each other's little histories and secrets, and their conversations bristle with the little allusions, the unintelligibility of which to all outside intelligence makes a high and inseparable barrier to all intercourse of the same kind."

Of this choice but limited company, as we learn, the Castle was the centre and soul, the seat of all its moral and intellectual life and the spring of all its hopes, fears, plans, loves, tales, and jealousies. And the centre and soul of the Castle, if such a phrase be permitted, was, during the regatta week, the lawn devoted to wicker-chairs and the ladies. There is a constant pæan on the delights of the lawn over the period we are considering, sung chiefly by people who had never been on it, it is true, but still of much interest. It was the pleasantest of all pleasant places which in that happy week in August "blossoms out with the fairest and finest women in the two hemispheres," a distinction which gained for it the attractive title of the Deer Park. Its amenities are very clear from a host of descriptive matter, which provides us with their most intimate details. "If a wife is seen without her husband, everyone makes rough speeches about her, and if she is always with him something is sure to be said to the effect that they don't care a bit for each

other really, you know, and fight like cat and dog at home." Open-work silk stockings and patent leather shoes, with the smallest possible amount of leather about them, worn by people with pretty short frocks and pretty feet, we are told, were the physical features of the place. But the chief attraction of the Castle lawn after 1870, if we are to believe a score of ingenious writers, is embalmed in the following paragraph :—

"The Prince appears, and a flutter ensues as the pretty ladies edge insensibly towards him for the coveted notice. He disappears, and the flutter ends in a comparison of frocks and success in notice."

This paradise had a guardian angel in the shape of Myers, the signalman, the civilest of all signalmen to humans, but a scourge to stray dogs, for whom he provided whips with ever lengthening lash. There is a single record of Myers's vigilance being evaded when a tourist family managed to get past his box in some unexplained way, and were discovered from the gravel path a minute later by the horrified signalman gazing open-mouthed on the company assembled on the lawn.

It is not surprising that an institution which provided such exclusive enjoyment for its members and their immediate friends should provide much interesting matter for those outside the pale, and we find accordingly that the annual ballots at the Squadron were a never-failing theme of discussion for those whom they did not in the least concern. The exclusive character of a body of gentlemen which from its very nature must always be of limited numbers had, as we have seen from the first, been a subject for the criticism of everybody but those really interested in the matter—the members themselves and the candidates who sought to join them. Now that the Squadron, with the Prince of Wales at its head, had taken its natural place in the centre of a recognised function of the fashionable world, a fourfold interest was excited which found expression in all manner of quaint ways. The real qualification for membership of the Squadron, said one humourist, was the possession of a steam launch and a collie dog. "The

annual blackballing of candidates took place last Monday," said another, "when one out of seven was elected." He gave some obvious reasons for the rejection of some of the six, however, among them being the eagerness of one gentleman who forwarded his entrance fee and subscription to the Secretary before his name came before the meeting. The difficulty of entering the Squadron was not to be wondered at, explained a third, for a member was heard to say that "he always pilled a man whom he was tired of seeing and blackballed him if he did not know him."

One reads much of grumbling among members themselves and of threatened proposals for placing the elections in the hands of a committee, but like other threatened institutions, the old procedure has lasted until our own day. A very able journalist, who is well known in wider circles to-day, was better inspired than most of his fellows when he wrote, "It is precisely this blackballing that makes the club to be so highly considered as it is, for in England the test of superiority is not looked for in the actual worth of a thing, but in the number of people who can be prevented from enjoying it." There is much wisdom in that remark, which by no means applies to yacht clubs alone, but has a very general application in this happy country.

The older members of the Squadron to-day will have a lively recollection of the opening of the new order of things at Cowes, and of one of its chief features, the increase in the number of private entertainments during the regatta. Cowes during those short weeks became the scene of social gatherings which before had scarce been seen away from London.

Noticeable among these were the garden parties given by Count Edmund Batthyany at Eaglehurst, which formed one of the most pleasant of the fixtures of the Cowes week between 1873 and 1881. The voyage itself across the Solent, either in a comfortably appointed barge towed by a tug or in the Count's well-known steam launch the *Blunderbuss*, was not the least pleasant feature of these famous parties. Details of the enter-

tainments were invariably original, as when the game of polo was unmercifully burlesqued with hobby horses. An absence of all apparent effort in the conduct of the Eaglehurst entertainments made the Countess's guests wonder at nothing among the fresh experiences they met on every successive visit. It was well said that "no one would be surprised to see the Grand Turk, Bismarck and Count Arnim, Abdurrahman and the Czar, coming up the steps together and sitting down in European concert at a banquet in a position which would immediately find itself provided for them in the right place with all their correct standards flying." It is not surprising to recall that in such a year of disaster for the Conservative party as 1880 "a fire-balloon presenting an effigy of Lord Beaconsfield came to grief on the beach, while one of Mr. Gladstone went sailing away over the Solent, occasionally, as the wind freshened, making most graceful salutations to his admirers ere he disappeared over the purple hills of the Isle of Wight."

The increase of private entertainments during the Cowes festival was all the more acceptable at this time because the annual dinner and ball at the Squadron were falling more and more into disfavour. There was an increasing difficulty in getting a muster of members at the dinner in view of the great multiplication of social engagements both afloat and ashore, and the ball had come to be looked upon as a nuisance by the average member. It entailed the turning out of the platform during three or four days of the busiest week of the season, and the general discomfort which followed the preparations was anathematised by most of the elder members of the club. It was humorously said that as no young men were ever elected and that all the old men were in various stages of gout, dancing was not to be expected at the Castle. The real reason was that the club was almost uninhabitable during the process of preparation and clearing away, and that both the ball and the dinner had come to be nothing but perquisites of the housekeeper. They were both abolished by a meeting of 1875, and in the wealth of private entertainment they were unregretted and forgotten.

Of these private entertainments the series of dances given by Lady Harrington at Stanhope Lodge supplied to the island what Count Batthyany's garden parties provided for the mainland. From 1873 until Lord Harrington's lamented death in 1881, the small impromptu dances at Stanhope Lodge and the larger assemblies given once or twice during the regatta season were the delight of fashion at Cowes. It was at these dances—perfectly appointed, always provided with the right number of guests, but never crowded—that social Cowes, from the Prince and Princess downwards, delighted to foregather. The gardens were illuminated with lanterns, and there was a pleasant, unaffected, intimate air over all the arrangements which was seldom felt in a London ballroom. It was at Lady Harrington's balls that the pleasing variety of masculine dress, which has been typical of the cult of yachting from the first, displayed and rang its changes from the short jacket of the Navy and Naval Reserve to the blue short coat, white waistcoat, and black tie, which were recognised as the proper evening costume for fashionable yachtsmen. Occasionally one would see a rarity liked the old frilled shirt, which was retained or revived as late as 1876 by the Prince of Wales and some few of the members of the Squadron. We learn that in 1880 most of the men, with the Prince of Wales at their head, came in short jackets barely reaching to the waist, but that "they were not suited for use as ballroom apparel by corpulent gentlemen of forty or thereabouts, whom they make to present the appearance of insufficiently clad celestial globes spangled with golden stars."

The very antipodes of Lady Harrington's dances were those of Mrs. Cust at Castle Rock, the fascinating and popular lady who will always be remembered as a chief figure of social Cowes during our period. Mrs. Cust's famous summer-house, which commanded a view of all that was going on in the little world we are seeking to recall, was known as "the seat of the scornful" from the opportunities of criticism of all that went on that it afforded. It was said of Mrs. Cust's parties that they were always remarkable for those who were there and for those

who were not. The company was small and well chosen, the floor and music perfect, and for those privileged to be present their memory is a pleasant one to-day. Their select character has been preserved in a score of more or less good-natured sayings. "All Mrs. Cust's acquaintances presented themselves at Castle Rock, but as the hostess only asked her friends the result was necessarily a very small assembly." Another reason given for their restricted character was that Mrs. Cust always deftly excluded "husbands, mothers, and bogies."

Social Cowes was also greatly indebted to Colonel and Mrs. Markham at Solent Lodge during a series of seasons for a number of delightful entertainments, and to General and Mrs. Baring at Nubia House. One of the most successful of private entertainments was given by the latter in 1881, which was honoured by the presence of both the Prince and Princess of Wales. Supper was announced at midnight in a novel manner very suitable to an entertainment mainly attended by yachtsmen. A boatswain and two mates appeared silently on a landing overlooking the inner hall, where most of the people were assembled at the time, piped long and shrill, when one of the three shouted in the stentorian tones used at sea and only attainable by sailors, "All hands fore and aft, both sides, and amidships, get your suppers!"

Time has played havoc with the company which assembled at Cowes each year to form those social gatherings, but its chief figures are still vivid memories for many living members of the Squadron. First among these was the Commodore, with his fine old-school manner, his unfailing punctuality in running up his flag on the *Palatine* at a fixed hour on the Saturday after Goodwood, from which he never deviated by a minute, and the family party who always surrounded him. Lord Wilton's daughter, Lady Alice des Vœux, his son Lord Grey de Wilton, afterwards third Earl; "Sim" Egerton, afterwards fourth Earl, the hero of that wondrous escapade at Fenton's Hotel, who supported the family tradition of music by performing on almost every known instrument, and by conducting the famous band of

amateurs known as the "Wandering Minstrels," in which his brother, the third earl, played the big drum; Bettine Lady Grey de Wilton, and Maria, Marchioness of Ailesbury, who usually completed the party, were as familiar figures of the Cowes week as the Commodore himself.

Not less well remembered is the Vice-Commodore, the Marquis of Conyngham, to whom the club owed so much in acquiring the lease of its present quarters, and whose efforts for its welfare were as much appreciated by his fellow-members as Lord Conyngham's unfailing urbanity and charm of manner. To Lord Conyngham belongs the distinction of being the greatest owner of yachts of his own or any other time. During the thirty-six years of his membership he rang the changes on all rigs and tonnages and never failed to bring a new boat to the Solent at least every other season. He began with the little *Medina* in 1840, a cutter of 43; in the following year his *Flower of Yarrow* was a famous yawl of 183 tons; the *Constance*, 218, was a noted schooner of 1850; he glanced as it were at the discredited luggers with the *Panther*, 35, in 1860, and his series of steam yachts ending with the *Helen*, 420, in 1872, were among the most notable in their class.

We have glanced at the hospitalities of General and Mrs. Baring at Nubia House, to which social Cowes owed so much; the Squadron itself owed no less to the General, as the most energetic member of the Committees of his time. General Charles Baring, of the Coldstreams, was son of Mr. Henry Baring, M.P., one of the old school of yachtsmen, like Mr. Bentinck and Mr. Milner Gibson, who was a noted member of the Squadron until his death in 1868. The figure of the General, wanting an arm which he lost in the Crimea, was notable during many years at the Castle, where his great powers of discipline and management gained the respect and esteem of the club.

Colonel Markham, whose entertainments at Solent Lodge were so much appreciated, was the son of Mr. William Markham, of Becca Hall, Yorks, who had been elected to the Squadron

"DREAM

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with the *Merlin* in 1850, a couple of years only before his death. Colonel Markham, of the Coldstreams, was a notable builder of yachts, including the *Sultana* yawl, which he converted to a schooner, the *Pantomime* schooner, with a running bowsprit, which won a Queen's Cup, the *Harlequin* cutter, and finally the famous *Vol-au-Vent.* He designed and built Solent Lodge, and married a very charming lady in Miss Daisy Grant, daughter of Sir Francis Grant, the President of the Royal Academy.

The name of the Earl of Carnarvon takes us back to controversies in politics which are still hardly settled, but Lord Carnarvon is remembered as a large-minded statesman and one of the first to grasp the importance of the Imperial idea in our relations with the colonies. Canada and the Empire are now reaping the fruit of his Canada Bill of 1867, which provided federation for the Dominion, and was a great and enlightened measure. Few, too, will doubt to-day that the reversal of Lord Carnarvon's policy in South Africa by Mr. Gladstone in 1881 is the cause of some at least of the recent trouble in that part of the world. It is recorded of him that he had the advantage of a very thorough early education under the immediate direction of his father, and that he spoke with great success at a public meeting at the age of seven.

The figure of this period in which the old traditions of the Squadron seem to centre is that of Mr. George W. P. Bentinck, who came into the club with the *Zephyr* in 1834, owned the *Corsair* for a single year in 1839, and was represented from 1840 till his death in 1882 by a succession of sea-going yachts all named the *Dream:* the cutter of 100 tons in 1840, the yawl of 184 from 1861 to 1866, and the topsail schooner of 238 from 1868 onwards. Mr. Bentinck was the very type and model of the old school of yachtsmen who eschewed racing, loved the sea for its own sake, lived chiefly on their vessels, and carried the tradition of the first commodore into recent times.

The true stories remembered about "Big Ben," as he was known to his intimates, are innumerable. He had the greatest contempt for people who did not live on board their vessels,

employed captains or sailing masters, and who confined their yachting to the safe waters of the Solent. He had no notion, as he said, of a Cowes captain who always wanted to be ashore with his wife, so commanded his own ships with the strictest discipline, but with the thorough respect of his crew. When in harbour his first officer always knocked at his cabin door and reported eight bells. "Are the boats up?" was Mr. Bentinck's inquiry. "Yes, sir." "Very well, make it so"; and after that hour there was no going ashore for anybody. He was always delighted to take friends on a sea voyage, but could never be induced to give any particulars as to where bound or the probable length of the cruise, and very much resented an inquiry on either point. People accordingly who accompanied him always settled their affairs for a reasonable period, not knowing when they would return. Long voyages and the difficulties of bad weather were Mr. Bentinck's delight, and his favourite stories were of a trip, which consumed forty-two days, between Cowes and Gibraltar, or of some outrageous storm in the Baltic, where the *Dream* shipped twenty tons of green water.

Mr. Bentinck was naturally one who looked upon the new order of things at Cowes with a very jealous eye. Though taking no part in the organisation of the club, he was wont to express his opinions on the management in very plain terms. As a confirmed bachelor he resented the prominence given to feminine society in the later days, and was accustomed to speak of the leading spirits of the new order as "captains of foot."

Mr. Bentinck was well known in wider circles, and his opposition to the prevailing spirit of progress was the delight of session after session in the House of Commons. His absolute honesty of purpose and the impartiality of his attacks disarmed his fulminations of their sting. The House enjoyed nothing so much as to hear all the Tory principles of his distant kinsman, Lord George Bentinck, laid down with a double vigour a quarter of a century later. He never professed anything but hatred and contempt of Mr. Disraeli, whom he spoke of privately as "the Jew," and he always studiously referred to

MR. G. W. BENTINCK, M.P. ("BIG BEN")

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Mr. Gladstone as the "right honourable member." On one occasion he vehemently lectured the front benches together, and concluded by shaking his finger at the distinguished offenders who sat on both, and saying, "You know you have all ratted; the only difference between you is that some of you have ratted twice." Mr. Bentinck lived to the age of eighty-three and died in 1886, but he was not seen at Cowes after 1883. There is a most excellent pencil-sketch of him at the Castle, unfortunately anonymous, showing to perfection his weather-beaten aspect.

A member of this period devoted to yachting and constantly afloat was the sixth Duke of Rutland, owner of the *Resolution* and *Shark* schooners, in which he made many cruises. Another enthusiastic yachtsman was the Duke of Leeds, who lived summer and winter aboard of his pole-masted schooner the *Florence*. The Duke, who was grandfather of the present Vice-Commodore, is described by those who remember him as a high-bred gentleman with a charm of manner peculiar to himself. Lord Willoughby d'Eresby was another of the cruising members, and perhaps the only yachtsman of the day who affected the lugger rig; he tried his utmost to bring out its capabilities with the *Panther*, of 35 tons, and the *New Moon* of 209.

Sir Richard King was a man well known at Cowes and in society, who, notwithstanding his deafness, was of a very genial disposition, and much liked by all who knew him. He lived for many years at 2, Chesterfield Street, Mayfair, in a house which was subsequently well known as that of Mr. Christopher Sykes. That gentleman, by the way, was rejected at the ballot about this time, and to the regret of his many friends in the club, would not allow his name to be put up again. Mr. Philip Perceval, formerly in the Blues, was another popular member who was usually to be seen at the Castle, the owner of *Petrel* and *Caprice*, "always vivacious and cheerful, even when reduced to a Bath chair in the Castle gardens."

A member whose memory is still a very pleasant recollection with many of his clubmates was the sixth Earl of Tankerville,

a delightful gentleman of the old school, and the possessor of a tenor voice of the most exquisite quality. In his younger days Lord Tankerville was accustomed to serenade his friends in a trio with Mario and another celebrated singer. The Earl of Pembroke, too, who died at nearly the same time as Lord Tankerville, is well remembered as the owner of the *Black Pearl*, in which he made a tour of the world, as author of a very interesting volume of travels, *South Sea Bubbles*, and as a charming, cultivated, but delicate man, who died much regretted at a comparatively early age.

Among the well-remembered figures at Cowes in the seventies we must certainly include Lord Dorchester, better known, perhaps, as Colonel Dudley Carlton, of the Coldstream Guards, and one of the smartest guardsmen about London. He married the daughter of Lord Broughton, and their house in Berkeley Square, and Hamlet Lodge, Cowes, which he changed from its former name of Harriet Lodge, were both famous centres of hospitality. The fifth Lord Hardwicke, too, son of the admiral, once in the 7th Hussars, and a very noted dandy in his younger days, was a central figure of the Cowes festivities as elsewhere. He was owner of Wimpole and a large estate, bought Egypt House at Cowes, sailed the famous *Aline* schooner, hunted at Melton, was Master of the Buckhounds, and played the game generally with great vigour.

Mr. Henry Villebois of the list is the squire of Marham, Norfolk, the friend and neighbour of the Prince of Wales, who kept house for many years, a *bon vivant* who sang a good song, a cheery, hospitable, good fellow, and never tired of entertaining his many friends; Lord Calthorpe was the noted member of the Jockey Club and owner of racehorses, very rich, agreeable, and intelligent, who lived and died a bachelor; the Marquess of Drogheda was a great patron of Irish sport at Punchestown, one of the first noblemen to tour in America, where they ran excursion trains to see a real marquess; Lord Revelstoke was the head of the great house of Baring at the time of its collapse, remembered by his friends as a genial and jovial

comrade in all circumstances; and the Marquess of Downshire was the athletic peer who at Oxford was reputed to have slain a bargee in single combat with a blow of his fist.

Finally, we may mention Mr. W. J. Pawson, who with Mr. William Moore and some others formed a little band of good livers, who were seldom seen at the club except when prawns were in season, when they would assemble and eat little else for weeks. This brotherhood was irreverently known as the "Prawn Eaters" to some of the younger of their clubmates.

As must always be the case in any commentary upon a numerous society like a club and the friends who partook of its hospitalities, our record must include many incidents in sad contrast to the pleasure-seeking which is its main theme. That contrast was particularly painful in the season of 1874, when Lord Annesley died running upstairs to dress at the Medina Hotel. There was an added pathos in the fact that he had just proposed and had been accepted by the widowed Marchioness of Camden, with whom he was to dine the same evening.

Cowes indeed was frequently deploring the loss of some noted figure during the later years of the period we have marked out for treatment in this chapter, which ends with 1881. The Squadron lost a noted member of the early days in 1876 by the death of the Marquess of Conyngham, a link between the Georgian era and that of Queen Victoria, a good sportsman and an active yachtsman to the last. At his death was sold the famous historical bureau given by George the Fourth to his mother, Miss Denison, an unique piece of furniture inlaid with precious Sèvres plaques. It changed hands at the figure of £20,000. Another of the very early members was Mr. John Hervey, who died in 1879. The following year a gloom was thrown over the Cowes season by the death of Mrs. Markham, who died so suddenly that she was buried the same day she had appointed to take up her residence at Solent Lodge.

No survey of the annual festivals at the Castle at this time would be complete without a glance at a famous character well

known to visitors as well as members, one William Caldwell, the club waiter. He was famous for a very old and shabby dress coat, which was said to have braved the battles and breezes of a thousand seasons, for a very dingy and unkempt aspect, and for a confirmed habit of munching something when on duty. His eccentric appearance and familiar address were a standing source of merriment to visitors on the platform. One of these has referred to William's dingy appearance by expressing a wish to take him for a cruise, where he would be so much out of his element surrounded by water. Another preserved his easy manners in a dialogue.

"I met the faithful William wandering about the passage with empty glasses, and as I had not paid him for my last brandy and soda, he shed several briny tears of joy on seeing me, as he thought I had been lost in some of the late gales last week.

"'What! you've come back?" he said, with a friendly leer of recognition.

"'Yes, I've come back,' I answered.

"'You owes me a shilling," he continued.

"'I do,' I replied cheerfully."

Sir Richard Collinson, K.C.B., Deputy-Master of Trinity House, was an honorary member who encountered William's eccentricities. Sir Richard came down in the slack season in undress uniform, and William, seeing a stranger on the platform, came out and asked him who he was and what he wanted.

Sir Richard: "I'm Deputy-Master of Trinity House."

William: "Then you can walk about here and as far as Mr. Myers' box."

Sir R.: "But I want some luncheon."

William: "Then you can't have any."

Sir R.: "But I thought we had the entrée?"

William: "You won't get no entrées here."

Members were not exempt from William's discipline. Mr. Arthur Davenport went into the dining-room, and seeing the table laid for dinner turned down a chair to show that he

meant to dine. After a minute or two William put it up again. Mr. Davenport returned, and seeing this again put it down. William again put it up. On Mr. Davenport remonstrating, William insisted that it was not the custom, and observed that as far as Mr. Davenport's privileges as a member went, he ought to be thankful that he had been elected at all. Mr. Davenport had a keen sense of humour, took it all in very good part, and related the story with much relish to his friends.

It was in such wise that we see the old yachting fêtes of the early century, with their strenuous encounter between the owners of one or two famous vessels, at last translated into a butterfly entertainment, in which pretty faces and frocks were certainly as great attraction as the yachting. The old cruising, too, had been sadly shorn of its former glories, and a cruise at Cowes in the seventies meant an afternoon's sail to Ryde or Portsmouth, or to the Needles, as a pleasant finish to a luxurious luncheon served on board in the roads. But there still remained a faithful band of real sailors who looked upon the new order of things with the greatest disfavour, and who were regarded by the butterflies as hopelessly behind the times. They were rather irreverently known as the "sailing lords" by these light-hearted people, and they included the Commodore, Lord Wilton, Mr. George Bentinck, Mr. Milner Gibson, Lord Londonderry, Lord Ailsa, Sir H. Edwardes, Lord Suffield, and Mr. Thomas Gregg. Yachting, however, as a sport still managed to continue and to survive all the revelry on the Solent, and the period we have seen so distinguished for its social functions was notable also for the appearance of some remarkable vessels and for some very excellent racing.

We saw in the last chapter how the first vessel of the cutter class to compete on equal terms with Mr. Chamberlain's old *Arrow* was Count Batthyany's *Kriemhilda*, a boat which after her appearance in 1872 sailed with success against Mr. Chamberlayne's fifty-year-old boat, but with no such display of

superiority as to decide the contest. Indeed, when in 1875 the *Arrow* reappeared further improved by one of Mr. Chamberlayne's periodical rebuildings, all the chances of a further struggle for supremacy were renewed. The same year brought another very famous cutter into the lists of the Solent, the *Vol-au-Vent* of Colonel Markham, and much of the interest of the racing of the next few years was centred in the performances of these three famous boats.

In the Queen's Cup for 1875 the *Kriemhilda* was unfortunately absent, but the new cutter there met the old *Arrow*, rejuvenated, as was generally recognised, together with the schooners *Egeria* and *Ayacanora*. Much interest was excited by the appearance of the *Vol-au-Vent*. She was well matched in point of tonnage with the *Arrow*, being of 104 to that vessel's 115 tons, the absent *Kriemhilda* being of 105, so that there was little danger of calculations of time allowance interfering with the order in which the boats finished. The race for the Queen's Cup did not display the real merits of the boats. It was sailed in light breezes and occasional calms, and fell to the *Vol-au-Vent* by ten minutes and time allowances in hand. The performance of the old vessel, however, in no way disappointed her admirers, and it was felt with truth that there were yet many excellent races in store for the two vessels. This impression was deepened when the vessels met with nine others in the Club Cup for cutters and yawls of any royal club on the following day. There was a good breeze from the north-east, and a lumpy sea. The *Arrow* made a very bad start, which undoubtedly cost her the match. She hunted the *Vol-au-Vent* persistently throughout the race, being never more than a minute astern, and finished finally only three lengths behind. Mr. Chamberlayne's friends again felt that their continued confidence in the old boat was more than justified.

On the following day any doubts as to the competence of the *Arrow* to hold her own with Ratsey's new masterpiece were set at rest in the race for the Town Cup. The strong wind from the north with squalls, with its reaching qualities, made the

"VOL-AU-VENT"

[*Photo. West and Son.*

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destination of the cup a certainty for the schooners, and it went to *Corinne*, who won from the *Egeria*; but Mr. Chamberlayne's boat outsailed the *Vol-au-Vent*, whom she led by five and a half minutes at the finish.

The season of 1876 was made memorable by the entry of the Prince of Wales into Solent racing with the *Hildegarde* schooner, a vessel of 198 tons. Her first appearance was in the Queen's Cup race, but that race was destined to the cutters, and it fell to the *Raven*. In the Town Cup, however, the Prince signalised his first season as the owner of a racing boat, when after a good race he won the prize from such vessels as the *Egeria* and *Olga* by forty-six seconds, in a race in which heavy weather prevented any but the schooners from starting.

The chief interest of the season, however, was the continued struggle between *Arrow* and *Vol-au-Vent*. In the Queen's Cup the new cutter finished ahead by as much as seven minutes and a half, and as there was a strong sailing wind from the west and no fluking, it seemed that the merits of the pair were at last decided. The Club Cup of £100 for cutters of any Royal Yacht Club, however, on the following day again upset those prophecies. In a perfect sailing breeze the *Arrow* led the *Vol-au-Vent* throughout and won the cup by seven minutes. "The true wind came again," as we read, "and without the shadow of a fluke the old cutter scored another famous victory. Her success was extremely popular, especially as Mr. Chamberlayne, who was lying very ill, expressed his earnest wish that she should sail."

The interest in the contest of the cutters made a great gain in 1877 by the reappearance of the *Kriemhilda*, and suffered a grievous loss in the disappearance of the *Arrow*. It must always be a matter of regret that on the death of Mr. Chamberlayne, whose ownership of the famous old boat was identified with the continued development of the possibilities of the cutter rig, his son who succeeded him in the ownership of the *Arrow* failed to pass the ballot. She sailed her last race as a yacht on the Squadron list in 1876, and although we are fortunately

able to watch her performances against the finest cutters afloat during several years in the open events, the Queen's Cup was henceforth most certainly shorn of one of its chief attractions by the absence of the *Arrow*.

In 1877, accordingly, the interest of the cutter-racing was confined to the rivalry of the *Vol-au-Vent* and *Kriemhilda* They met first in the Queen's Cup in a mixed race, the most notable of their competitors being the Prince's schooner, the *Hildegarde*. The weather was essentially schooner weather, with heavy rain and violent squalls, in which schooners alone were able to stand up to their canvas, and the cup fell to the Prince after a well-sailed race in which the *Hildegarde* beat the field by three minutes and a half.

Even the cast-iron rules of the Squadron were relaxed to allow ladies to rush on the platform to witness the exciting finish, and we read of the race :—

" His Royal Highness's victory is held to reflect the greatest credit on his judgment in the selection not less of his craft than of John Nicholls to sail it. Although there was half a gale of wind blowing, the Prince took a passage on his own craft, and the ovation he received when he came ashore will be one of the brightest dreams of his life."

The performances of the cutters in this race were of great interest. It was seen that *Kriemhilda* was unlikely to hold her own against Colonel Markham's new boat, and in the result *Vol-au-Vent* finished just nine minutes ahead. The weather, however, was not such as to afford conclusive evidence of the superiority of either boat, and the result of the Town Cup was looked forward to with great interest, both boats being entered.

The race was sailed in a fine sailing breeze throughout, in which topsails were carried at some risk. The race was really a match between the two famous cutters, their only opponents being the *Neva*, of 64 tons, and the *Britannia*, of 40. The *Vol-au-Vent* in this race appeared to establish her superiority over her opponent, for in a fair, true wind she led the *Kriem-*

hilda throughout, and finished a full five minutes ahead. Count Batthyany apparently accepted this decision as final, for after the season of 1877 the *Kriemhilda* was practically withdrawn from the contest, and never appeared in the Solent racing again.

The position now was that *Vol-au-Vent* was undoubtedly the best cutter on the Squadron list, but that the relative merits of herself and *Arrow* were still undecided, and that on previous results there could be no very great difference between them. The interest in cutter-racing was most admirably sustained in 1878 by the appearance of a new cutter, the *Formosa*, a boat belonging to Mr. F. Sloane Stanley, and by the most welcome reappearance of the *Arrow* in the open events.

Formosa first appeared in the Queen's Cup, and from her performance it was evident at once that a new and very important factor had been introduced into the problem of the ideal cutter. There was a large entry, including the *Hildegarde* the famous *Egeria*, and Colonel Owen Williams's *Enchantress*, of 346 tons. The real interest of the race, however, was confined to the merits of the *Formosa* and the *Vol-au-Vent*. The weather was squally, but the *Formosa* displayed her great qualities from the outset. She led the fleet for a great part of the course, eventually yielding pride of place to the *Enchantress*, who finished five minutes ahead, but won easily on time, and led her formidable opponent *Vol-au-Vent* by a clear eight minutes.

The great event of the season, however, was the race for the Town Cup, when Cowes was enthusiastic at the reappearance of their old favourite, the *Arrow*, and *Vol-au-Vent* and *Formosa* were both entered. The expectations of the enthusiasts were in no way belied, for a most exciting race between the three followed, in which each successively led and lost place half a dozen times during the match in baffling winds, and the *Vol-au-Vent* eventually won by two minutes from the *Formosa*. But honours were quite easy between the three, and the chief lesson of the race was that the interest in cutter-racing had been

inestimably enhanced by the appearance of a third yacht so equally matched with the others.

That interest would have been greater in 1879 had the *Vol-au-Vent* again appeared in a contest which, as we have seen, had been so even, but in that year Colonel Markham unfortunately followed the example of Count Batthyany, and withdrew from the contest. This left the interest of the Queen's Cup in the performance of the schooners, and the cup after a good race in a schooner wind went to the *Egeria*, who saved her time by fifty-two seconds from the great *Enchantress*, and thus secured for her owner, Mr. Mulholland, the fifth Queen's Cup out of eleven starts. *Formosa*, though distanced at the finish, displayed most admirable sailing qualities, and interest was again excited in the Town Cup, where she was to meet the *Arrow*. The only other starter was the *Bloodhound*, a cutter of 40 tons, belonging to Lord Ailsa.

The weather was ideal for a cutter race, with a strong and true sailing breeze. After an admirable contest, in which the old boat led throughout, but was persistently hunted by Mr. Stanley's yacht, the *Arrow* won the Town Cup of 1879, as was said at the time, without the faintest shadow of fluking. We may quote *Bell's Life* as to the reception of the result: "The result was a surprise, the old *Arrow* having fairly beaten the *Formosa*, and without the faintest shadow of fluking. This is the greatest victory the old ship has achieved in the half-century of her existence, and the *Formosa* has got hold of something at last to make her race. The Archduke of Austria, the Austrian Ambassador, and Count Batthyany were sailing in the *Arrow*."

That same race marks the close of an era in cutter-racing. It was the last real appearance of the *Arrow* in the Solent, for although she sailed subsequently in one or two of the open events, her career was ended in her race with the *Formosa* in 1879. She must be regarded as the most remarkable vessel that had as yet appeared. Launched in 1821, she was fifty-eight years later the most formidable cutter afloat, for although

her absolute supremacy as against *Vol-au-Vent* and *Formosa* was perhaps never established, it is quite certain that she sailed on equal terms with them both, and that in Mr. Thomas Chamberlayne's hands, after he bought her for a song from a mudbank in 1846 until she retired after her famous victory thirty-two years later, she was practically the only cutter of middling tonnage which the builder of a new racer had to take into his calculations. In most ways the *Arrow* was an epitome of the yacht-racing of the first sixty years of salt-water racing, and it must always be a matter of regret that her brilliant career was not closed as a vessel on the list of the Royal Yacht Squadron. The *Formosa* in the same year passed into the possession of the Prince of Wales, who in 1880 won his second Queen's Cup on board of her.

We may conclude our notice of the yachting of our period by noting the rise in favour of the yawl rig as shown by the presentation of a special cup for these vessels in 1877 by the Squadron, when it is noticeable that the Queen's Course was sailed by the *Latona* in the fastest time on record, viz. in 4 hrs. 8 min. 8 sec. Cutters, of course, must always be the favourite rig of the thoroughgoing racer, but it is interesting to recall the varying fashions of the others with yachtsmen. There were the old square-rigged ships and brigs of Lord Belfast and Lord Yarborough, the topsail schooners of a later period, the fore-and-aft schooners of the fifties and sixties, and the yawls of the seventies, with the famous *Julanar* at their head, when, as we learn from *Bell's Life*, "the yawl class is now the most imposing in the racing world."

The death of the Earl of Wilton in 1882 deprived the Squadron of its third Commodore — a Commodore who had presided over its fortunes longer than any of his predecessors, and under whose presidency it had prospered exceedingly. His death certainly also deprived it of its most interesting and picturesque personality. Lord Wilton was the last of the members of his time whose birth ran back into the eighteenth century and whose youth was spent in that picturesque society

which was ruled by the "Dandies" of the Regency and George the Fourth. He was the friend and contemporary of the great sporting lights of the same period — Osbaldeston, Thomas Assheton-Smith, Sir Bellingham Graham, and the rest—and was himself for nearly fifty years the most prominent figure with the Quorn. It is recorded by Nimrod how he appeared at Brooksby Gate at the first meet of the Leicestershire season in 1829 in leathers, and revived a fashion in hunting attire which has not changed since. Before that date leather breeches had been held by hunting-men in such disfavour that a man who appeared in them was ostracised, as when Sir Bellingham Graham refused to dine with a gentleman otherwise eligible, who had made so great an error as to ride in what was then considered the costume of a groom. Lord Wilton's success in altering the fashion is significant of his influence among the male society of his day. It was said at his death that he had earned the gratitude of the breeches-makers and the curses of all hunting-men subject to rheumatism by his success as "a fugleman of fashion in hunting affairs."

Lord Wilton's great social qualities made him an ideal Commodore of the Squadron, and the many romantic stories which were told of his earlier years rather increased than diminished his great reputation as a social leader. He entered the Squadron with the *Owen Glendower* cutter in 1832, and was never without an imposing vessel. Many mysterious stories centred in the *Xarifa* schooner, which was said to have been a slaver captured by the Government, from whom he acquired her in 1835. His last vessel was the *Palatine*, a schooner of 450 tons, and in one or other of these yachts he continued the stately traditions of the Commodoreship which Lord Yarborough had initiated in the *Falcon*, and which Lord Wilton's great wealth and liberality enabled him to support most adequately. It seemed very fitting that upon his death, in March of 1882, his clubmates should mark their sense of his great services to the Squadron by sending a deputation to represent them at his funeral. A meeting was held under the presidency of the

Prince of Wales at Lord Londonderry's town house, when a resolution was passed asking the Vice-Commodore, Lord Londonderry, Lord Colville of Culross, Lord Hardwicke, Sir Henry Edwardes, and Sir Allen Young to represent the club at Prestwich Church, near Manchester, where the late Commodore was buried.

CHAPTER XIV

THE PRINCE'S COMMODORESHIP

1882–1890

ON the 13th May, 1882, one of the largest gatherings of members of the Royal Yacht Squadron ever known met at Willis's Rooms to elect a Commodore in place of the Earl of Wilton, whose lamented death in the previous March had left that office vacant. In ordinary circumstances it was generally felt that the Marquess of Londonderry, who had filled the office of Vice-Commodore since 1876, might have been elected to the higher post; but the Prince of Wales having been approached with the request that he would honour the club by becoming its Commodore, and His Royal Highness having consented, the meeting at Willis's Rooms was really called to ratify the Prince's acceptance of the office by the formal vote of the Squadron. His Royal Highness was proposed by the Marquess of Londonderry, seconded by Mr. Milner Gibson, as the oldest member present, and his election carried by acclamation. Thus was inaugurated that period of nineteen years during which the Squadron has had the privilege of the personal care of its interests by the Prince of Wales, a period which was brought to a close only by the accession of His Majesty King Edward in the past year. We shall see as we proceed, how greatly yachting and the Squadron gained by the Prince's acceptance of a post which placed him in the position of president of the sport. The social importance of the Squadron as a centre of fashionable life, which we have seen growing since the Prince became a member, was, of course, greatly enhanced by his acceptance of the Commodoreship. His interest in racing, already shown

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H. M. King Edward VII.
Admiral of the R.Y. Squadron.

by His Royal Highness's active participation in the regattas and his continual ownership of racing vessels, was full of good omen for that branch of the sport, amply fulfilled, as we shall see later, by the success of the Prince with the *Britannia*. From the point of view of the club, too, it was a distinct advantage to have for the first time, a Commodore who took a keen and personal interest in the contests of the Solent regattas.

An immediate effect of the acceptance by the Prince of the office of Commodore was the healing of a breach in the yachting fraternity which at one time threatened to be serious. We read in the *World* for the 29th June, 1881, a paragraph which was one of the first public intimations of this breach: "It is said that the owners of the racing yachts who lately refused to enter their vessels for matches not sailed under the Yacht Racing Association rules, will for the same reason object to enter for the matches of the Royal Yacht Squadron, who have not as yet adopted the Yacht Racing Association Rules. It is to be regretted that some satisfactory arrangement cannot be entered into in time, as it would be a pity to mar the sport in any way at such a popular gathering as the Royal Yacht Squadron Regatta."

The Yacht Racing Association was a body founded in 1875, which aimed at providing a uniform set of rules and regulations under which all regattas should be held. It aspired, in fact, to determine all matters relating to the very complicated sport of yacht-racing, precisely as the Jockey Club presides over the interests of horse-racing, or the Marylebone Club those of cricket. The association probably derived its origin from a meeting of officers of the various clubs held in 1868 to consider matters of importance to yachtsmen, but at which the Squadron was not represented. In any case, by 1881 the body had increased its influence until it had drawn into its fold all the important clubs in the kingdom, with three notable exceptions. The Royal Yacht Squadron, the Royal Thames Yacht Club, and the New Thames Yacht Club refused to accept its rules

and stood aloof. On the other hand, its position as a law-giving body was much fortified by the acceptance of the presidency of the Association by the Prince of Wales.

It would seem that these three clubs stood out against the rules of the Association chiefly because those rules, as they held, were drawn in the interests of a particular class of vessel —that of the racing boat—and excluded altogether the interests of the owners of cruisers, which, under the rules and classification of the old clubs, were enabled to take part in the regattas. It was contended, moreover, for the dissentients, that even among racing craft the regulations of the Association made it certain that the prizes would be shared by a very few vessels. Its critics calculated that out of the two thousand five hundred vessels which composed the British yachting fleet of 1881, there were only three 40-tonners which could compete with any chance of success under the Association's rules—the *Annasona*, the *May*, and the *Sleuthhound*. They reckoned the 20-tonners at a couple only, the *Freda* and *Amathea*. "If the others start at all," it was said, "they do so only to make a race." In the 10-ton classification of the Yacht Racing Association, there was a single vessel, the *Buttercup*, which in the absence of accident was certain to beat any boat of her class in a fair wind.

This was, no doubt, an exaggerated statement of the case, but the Squadron refused to be convinced by the arguments of the reformers, and steadily resisted the general acceptation of their code of rules. It was argued for the Squadron that they had for half a century been engaged in framing rules which should do away with the supremacy of any particular class of vessel in the regattas, and that the Association now sought to establish the very principle which the old club had spent a great portion of its active career as the head of the sport in resisting.

The Association was quite as obdurate as the Squadron, and the result of the misunderstanding was that yachtsmen who supported the former decided to withhold their vessels from all

participation in the regattas of the offending clubs. "On H.R.H.'s acceptation of the presidency of the Association," wrote a representative of that body in the press, "racing men declared that the time had come to make a stand against those clubs which would not adopt the new rules." There followed a regatta at Cowes in 1881, which, as was said at the time, must have made Assheton-Smith, Squire Weld, and Mr. Chamberlayne turn in their graves. There was a greater muster of yachts than was ever remembered in the roads, but the racing was practically confined to three or four old schooners and a couple of cutters, which rang the changes on the four or five events composing the regatta. *Egeria* won the Queen's Cup; two cutters only started in the Club Cup for cutters and yawls, which went to *Samœna*; the Town Cup fell to the same vessel, and *Egeria, Waterwitch* and *Enchantress* concluded a dreary regatta by a race round the island for the Club Cup, which was won by the first-named. Whatever the merits of the question, the Association certainly contrived to make its power felt both at Cowes and on the Thames, where the regattas of the other stalwart clubs were also failures. The result must certainly be regarded as a victory for that body. At the conclusion of the regatta at Cowes "the Sailing Committee expressed a wish to resign in order that the subject of the Yacht Racing Association might be brought before the next meeting of the club, to be held in May, 1882, on which an unanimous vote of thanks was accorded to the retiring committee."

Such was the position at the close of the season of 1881. The breach was deplored on all hands, and it was pointed out with much propriety that as the Prince of Wales was President of the Association, a member of the Squadron, and Commodore of the Royal Thames Yacht Club, there ought to be little difficulty in arranging the matter. The Royal Thames Yacht Club then made a public intimation that it was prepared to consider the proposals of the Association favourably. The chances of the matter being composed with the Squadron were inestimably increased with the acceptance of the Commodore-

ship by the Prince in the following spring. His Royal Highness's influence was brought to bear with the club, and one of the first results of his taking that office was the promotion of the solidarity of yachting by the final acceptance by the Squadron of the rules, and the entry both of that club and the Royal Thames and New Thames clubs into the Association, which has since taken the regulation of all yacht-racing into its keeping.

The Prince of Wales marked his first year of office by the acquisition of one of the most famous racing vessels afloat at that time, the *Formosa* of Mr. Sloane Stanley, which we have seen competing with the *Vol-au-Vent* and the *Arrow* for the supremacy of the cutter rig in the Solent. The first event of importance in the season of 1882 was the induction of His Royal Highness as Commodore. The ceremony was simple enough. On the 6th August, 1882, all Cowes was assembled at the waterside to await the arrival of the Prince. It was not till seven in the evening that a gun from the guard-ship *Hector* announced that the *Osborne* was in sight, a gun which was followed by a royal salute which enveloped the harbour in a cloud of smoke. Flags were dipped as the *Osborne*, flying the Royal Standard, ran to her moorings. Lord Londonderry, the Vice-Commodore, was seen to leave the *Cornelia* and board the royal yacht, and a few minutes later the Prince left the *Osborne* and boarded his schooner the *Aline*. At the moment he set foot on her deck the ensign was lowered and the Commodore's pennant was seen to fly from her mast. A salute of seven guns was then fired from the Squadron battery, the Vice-Commodore followed suit from his *Cornelia*, and the ceremony was over. The Prince presided at a dinner at the Castle, in which twenty-six members took part. His Royal Highness was attended by Mr. Christopher Sykes and Mr. Tyrwhitt Wilson, and among those present were the Vice-Commodore, Lord Ormonde, Lord Ailsa, Lord Mount Edgcumbe, Lord Bury, Lord Dorchester, Lord Suffield, Sir H. Keppel, Sir E. Sullivan, Sir H. Edwardes, Sir David Wood,

Mr. Bentinck, Admiral de Horsey, Mr. Doherty, Captain Boyle, Mr. Wood, General C. Baring, Mr. F. Pym, Mr. F. S. Stanley, Sir H. Browne, Mr. Smith Pigott, and Mr. Grant, the Secretary.

It was quite in the natural order of things, but none the less gratifying, to find that the Prince of Wales's Commodoreship was inaugurated by one of the most successful seasons ever known at Cowes. The financial position of the Squadron was flourishing, more candidates appeared at every ballot than could possibly be found room for, and the establishment of a club-house on the Parade by the Royal London Yacht Club at last provided a meeting-place ashore for yachtsmen who were not members of the older club. To all except members of the Squadron and their friends Cowes hitherto had been a dreary place on a wet day. There was no place in the town except at hotels where they could meet their friends, or get a game of billiards, or find rest for their feet on race days. The establishment of a second club-house, which should supplement the Castle without competing with it, was thus a matter of congratulation on all hands.

Cowes, of course, laid itself out to make the most of its new opportunity. The rents asked for houses, never low, now became fabulous; Egypt was let to Sir Thomas Brassey, for example, at £400 for the month, and other places of less pretensions brought rentals in proportion. One reads appalling accounts of the sums paid for a week's lodging in small and stuffy rooms, of ruinous hotel bills at one or other of the few hotels of the little town, of five pounds paid for a shakedown for a single night by belated visitors, who had waited to see the fireworks before making arrangements for a sleeping-place.

The club ball was revived under the happiest auspices at Northwood. The place had been so long closed during the lifetime of the late Mr. Ward that few visitors at Cowes had any idea of its extent and of the beauty of its grounds. The present owner very generously placed it at the disposal of the Committee, who decided to revive the ball on a scale never before attempted. Eight hundred pounds was the sum con-

sidered suitable for the occasion. That sum was raised by the issue of 160 tickets at £5 each, each ticket admitting a member with three friends. Lord Londonderry presided over the preparations, and with Sir Henry Edwardes grappled with an enormous number of applications for tickets. It was decided to place the catering entirely in the hands of the eminent Mr. Gunter. The result was a success unusual even under such distinguished management. The decorations were voted superb, and the flowers more magnificent than had ever been seen out of a London ballroom, and there only at a few famous houses. The approaches were lighted with Chinese lanterns, the lines of the gardens were traced with coloured lamps, and the façade of the house illuminated by lamps disposed in circles round each arch.

The Prince and Princess of Wales, who had landed at the Squadron steps, arrived at Northwood at 11 p.m., where they were received by the Committee. The Prince opened the ball in a state quadrille with Lady Bury, while the Princess danced with Dr. Hoffmeister. Both their Royal Highnesses continued dancing until supper was announced, when a chosen party joined them in a room set apart for the purpose. The royal visitors left at two o'clock, but the dancing continued until four, when the most brilliant of the Squadron balls ever remembered came to a conclusion.

There was a great contrast between the pleasure-seeking, which was the one object of the Cowes season, and some of the sterner realities of life, when on the 7th August, shortly after a schooner race had been started, a transport conveying the Household troops of the expedition to Egypt appeared off the town. The Prince of Wales, with the thoughtfulness for others which has always distinguished his conduct, was waiting in the *Osborne* to accompany the *Holland* to the Needles. The transport brought up, and the *Osborne*, with the Prince aboard, drew alongside. It was quite characteristic of His Royal Highness that this gracious visit of his to those famous regiments was also made the occasion of bearing the last letters

and newspapers to the troops, and of restoring some few belated members of the rank and file to their regiments who had been so unfortunate as to miss the transport at Southampton.

Another incident which gave distinction to the first season of the Prince's Commodoreship was the arrival of his sons, Princes Edward and George of Wales, from their long voyage round the world. At eight in the morning on Sunday, the 5th August, the *Osborne*, with the Prince and Princess on board, got under weigh and steered west to meet the *Bacchante*. Some ten or twelve miles off Portland the masthead man sighted the cruiser, and the *Osborne* shaped her course accordingly. With a calm sea there was no difficulty in getting the *Osborne's* launch alongside, and the Prince and Princess thus met their boys after their long separation. The young Princes returned with their parents on board the *Osborne*, which put back to Cowes. Many yachts went out to meet them, and the vessel was followed by quite a flotilla as she passed Egypt, where she received a royal salute from the club battery. There seems a pathetic interest in recalling the details of that homecoming, the ovation at Cowes, the visit to Osborne, and the confirmation at the desire of the Queen, now that one of those sailor boys has passed away and the other has replaced his royal father as the centre of the future hopes of the nation.

The constantly increasing importance of Cowes as a centre of fashion which followed the acceptance of the Commodoreship of the Squadron by the Prince of Wales is the most prominent feature of the social records of the place during the years following 1881. "Cowes is no longer a half-civilised resort of the sailorman," said one of the recording angels of those years; "it is now a Court." The Prince's popularity and the interest he took in the affairs of the Squadron were, of course, the chief factors in this social transformation, but there were others. One of these was the specialisation of the sport of racing, and the consequent rise of the steam yacht.

Whatever the merits of the regulations of the Yacht Racing

Association which governed the regattas after 1881, they undoubtedly resulted in the evolution of a class of yacht which was useless for all other purposes than racing, and they increased enormously the expenses of that branch of the sport, which in themselves were quite sufficient to limit the field. The prime cost of a racing-boat even of modest tonnage had become enormous; if she failed to win, she could not be sold at a third of that cost, and she was absolutely useless as a cruiser, or, in fact, for any other purpose whatever. Then, as the opponents of the Yacht Racing Association had foretold, the chief prizes of the season all round the coast were destined to become the prey of a few energetic owners who employed the scientific knowledge of the designers and builders of the north in order to produce the fastest sailing machine which would pass the regulations of the Association. The hopelessness of competing with the few crack racing yachts which began to dominate the Solent racing led inevitably to a decline of interest in the regattas by the owners of ordinary vessels. Whatever the defects of the old Squadron classing, it at least gave the possessor of a schooner or yawl of a comfortable type an occasional opportunity of meeting vessels of the same class in the regattas. But the vogue of the new racing machine from the Clyde put an end to such diversions for the owners of ordinary vessels, and the productions of Ratsey and the southern builders grew more and more scarce on the Solent as time went on. The Squadron still made some efforts to improve matters by attempting a modification of the Association rules, in the races which were confined to their own yachts, by a system of handicapping which might give the older type of vessel a chance, but with little success. The dwindling number of schooners and the performances of such few as entered for the races made schooner-racing almost a parody of the fine contests of ten and fifteen years earlier, and one of the last appearances of the "wonderful *Egeria*" in a Queen's Cup race with a most disreputable suit of sails was a matter of pain for those who remembered the former glories of that famous vessel.

As early as 1882 it was stated "that of all the sailing yachts belonging to members of the Royal Yacht Squadron there are only fifteen that are not at this moment for sale." The fact was that cruisers being debarred from all participation in the regattas were fast giving way to steam yachts, which had obvious advantages for ordinary yachtsmen. "You can always make a certainty of your passage in a steamer," argued these gentlemen, "and it avoids the necessity of being at sea at night." In any case, between the years 1880 and 1890 the proportion of steam yachts in England increased enormously, not only at Cowes, but at every yachting station round the coasts. The growth of the yachting fleet and the increased proportion of steamers was admirably set out by a writer in the *Field* in 1883. In 1856, when the rule against the admission of steam yachts to the Squadron was rescinded, some half-dozen members, notably Mr. C. R. M. Talbot in the *Capricorn*, had their vessels fitted with auxiliary engines. In that year the yachting fleet of the three kingdoms consisted of 800 vessels, with a score of steam yachts at the outside. In 1883 the fleet had increased to over 2,000 vessels, of which nearly 700 appeared in Lloyd's register as steamers. Of these 156 were of 200 tons and over, 30 were above 400 tons, and many exceeded 600 tons. The total tonnage of this steam pleasure fleet was 58,000 tons, and its prime cost was calculated at two and a half millions sterling.

In the light of these figures it is not surprising to find the *Field* prophesying the total extinction of the ordinary cruising yacht by the steamer; to read that "yachtsmen, in the absence of yacht sailing, are growing very critical about the appearance of their steam yachts," and that "a man can gain reputation by owning the handsomest steamer just as he can by owning the fastest cutter." The steamer, too, had great attractions for the hospitable owner with a constantly increasing number of ladies to entertain, and so it came to pass that the steam yachts which assembled at Cowes during the early years of the Prince's Commodoreship were so numerous as to stretch in

a line from Egypt to Old Castle Point, and so important that the roads were crisscrossed with their moorings, and a special fairway was kept by which they could enter and leave the roadstead.

This assemblage of large and comfortable vessels during the Cowes festival lent itself most admirably to the social entertainment which is so noticeable after 1881. It brought an increasing number of people to the place who were independent of the scanty accommodation of the little town and improved enormously the possibilities of hospitality afloat. The two weeks following Goodwood became a marine fête, the headquarters of which were the Squadron Castle with the Prince of Wales at its head, the Castle garden still its chief attraction ashore, but with its entertainments spreading from a few famous private houses over a whole fleet of well-appointed vessels in the roads.

It is again quite easy to trace the development of the Cowes fortnight in the writings of a score of social historians who made its pleasures their annual theme. It was natural that after 1881 the disappearance of the old-world figure of the late Commodore should be felt by his fellow-members, who had seen him preside over the festival for so long, and the gatherings which Lady Wilton always attracted on the platform of the Gloucester Hotel were regretted by many. Egypt was always a centre of hospitality at Cowes, whether in the hands of Sir Thomas and Lady Brassey, Mr. and Mrs. Granville Ward, Mr. and Mrs. Laurence, or Lord and Lady Howard of Glossop. Mrs. Baring's garden-parties at Nubia House in 1884 were said to rival those of Holland House; Colonel and Mrs. Markham's entertainments at Solent Lodge were famous, and a crowd of distinguished people followed the Prince of Wales to Captain Denison's garden-party at Wootton in the same season. Mrs. Cust's small and select parties at Hippesley House were as much enjoyed as ever. "Mrs. Cust's entertainments were Royal and non-Royal," as we read, "on the former night every guest was gauged." The King of Sweden honoured that lady

with his presence in 1884, and also gave distinction to one of Lady Gort's balls at East Cowes Castle in 1884, entertainments which were an attractive feature of many Cowes seasons. It was at one of these balls, that of 1882, that "an order went forth from the Commodore that all the members of the Royal Yacht Squadron should appear in short round jackets with brass buttons." "The result has been," wrote a facetious historian of that year, "a sudden and desperate abuse of antifat and a rush for short jackets. Mr. Morgan has been working night and day at some fifty of those advantageous garments, while Mr. Redfern has been equally hard pressed by orders from the Princess and the other ladies." Lady Cardigan still continued to delight Cowes with the beauty and originality of her toilettes and the number of her dogs, and the two little pavilions at the Gloucester Hotel continued to be centres of hospitality in the hands of one lady or another—the Duchess of Roxburghe, or Lady Brassey, or Lady Bury.

But the real feature of our period was the decline in the number and importance of the entertainments ashore and the increase in both of these afloat. "Nobody will look at you unless you have at least a steam launch," we read in 1882, "and you are not even then anything particular unless you have brought down a new beauty, and are prepared to run her." This seems a bald and crude way of stating what was no doubt a fact, for the hospitality of the owners of yachts in the roads, and the beauty of the lady visitors to Cowes were certainly very remarkable features of the new order of things. The Prince and Princess of Wales set the fashion by a series of entertainments on the *Osborne* and the *Aline;* Sir Thomas and Lady Brassey invented a new form of entertainment when they gave "an afternoon deck party" on board the famous *Sunbeam;* Madame de Falbe on the *Chazalie*, and Sir Edward and Lady Guinness on the *Cetonia* were famous for their hospitality afloat. The entertainments of Sir Allen Young on the *Stella*, of Mr. and Mrs. W. James on the *Lancashire Witch*, Mr. and Mrs. Tatham on the *Speranza*, Lord Revelstoke on the *Waterwitch*,

and Sir Andrew Walker on the *Cuhona*, were only the more memorable among a host of others which converted Cowes Roads into a couple of square miles of hospitality. Social Cowes, after 1881, went to luncheon, to dinner, to church, and paid its calls on board steam launches.*

It was this increasing number of visitors afloat which no doubt inspired the Squadron with the wish to improve the means of landing at the Castle. Anyway, the Committee decided to build a new landing stairs and causeway, and in so deciding entered into an enterprise which cost the club funds a sum of nearly £4,000. There was a good deal of humorous criticism on this undertaking, when upon its completion, in 1883, it was not found to fulfil all expectations, and a series of accidents at the new landing-place suggested that it was either wrong in design or that it had created a new set of currents which had yet to be learned by the coxswains of boats and launches approaching it. The Prince of Wales's launch was twice carried over the stage by the waves during the first season; Mr. W. H. Smith in landing was thrown into the water and thoroughly ducked, and a boat from Lord Bute's yacht with ladies on board was stove in and sunk, Lady Howard of Glossop being thrown into the water in circumstances of some danger.

The origin of the landing-place was thus described by one of the faithful reporters of those years:—

"A few years ago it was pointed out that the R.Y.S. landing place was desperately inconvenient to ladies' maids. At low water it was not nearly so easy to come alongside as it was to draw up at the door of Mr. Peter Robinson's shop in Oxford Street in a brougham, and there were some nasty rocks near it which were very much in the way.

"It was proposed to build another and longer landing-place, and to blast away those nasty rocks. Some of the seadogs growled at the proposal, said that the rocks did no harm, and that if anything was to be done, the only thing was to make a boat shelter, so as to get smooth water at all times.

* The value and convenience of the small steam launch were first brought to the notice of English yachtsmen by Prince Jerome Buonaparte.

THE "NEW AND IMPROVED LANDING STAGE"

FROM A DRAWING BY VISCOUNT COLVILLE OF CULROSS

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"But the ladies' maids' party had by this time got a majority, their view was adopted, and after making earthquakes in Cowes for the better part of a year, they have built a new landing-place, and given it to the world with feelings of pride only affected by the fact that having spent £3,000 over it, they have no money left wherewith to give the pretty ladies a ball.

"The seadogs are chuckling over it, and even the ladies' maids themselves are beginning to recall, not without praise, the dictum of one of the seadogs who said while the new landing-place was being built, 'I have always maintained that this was a sailor's job, and there is not a sailor on the committee.' The seadogs have declared that the new landing-place would be less convenient than the old, and it is less convenient; they had prophesied that we should regret those blasted rocks, and we do regret them."

The new landing-place, however, remained the main portal to the club garden, and the club garden still remained the centre of social Cowes, and its amenities are the constant theme of the society chroniclers of our period. There are, again, most amusing comments on the famous afternoons on that sloping lawn at the back of the Castle:—

"In the little bit of garden belonging to the R.Y.S. which seems now the only spot on earth to which the entry cannot be gained by the golden key, there sit on its slopes, on by no means luxurious chairs, princes, ambassadors, dukes, and duchesses, smart people of all degrees, and more pretty ladies and their followers. Though by no means crowded, it seems harder to get in than ever. There were stories of exasperated ladies who believed they had a right to be there, having applied for permission to the fountain-head itself. A lady who was imagined to have omitted the ceremony of 'having her name put down' was looked upon as a social pariah till it was discovered that she had not braved public opinion to such an extent."

It was thus that the Castle Garden appeared to outsiders; it was a "marine Madame Tussauds," and "a refuge where Highnesses, royal, serene, and simple, retreated from the crowds who flocked to stare at them," as we are assured; and a humourist declared that the bouquet of beauty, its eminent feature, was for once felt to be complete, when in 1880 Lord Beaconsfield was discovered on the lawn.

"We learn also that the character of the Cowes annual gathering, and of the persons who compose it, suffers change. It is no longer a small family party who come down to live seafaringly with their lovers and brethren, but a large crowd, mostly of new people, who flit in and out of the little town with the one object of showing dresses, seeing the last new beauties, and keeping clear of the hated sea." Cowes society did indeed expand in numbers, but its social exclusiveness increased with its popularity, and the gatherings under the Prince's Commodoreship began to assume a fame which was European and cosmopolitan. It was once said that when good Americans die they go to Paris; in 1886 it was reported that they only got as far as Cowes. Certainly any list of the ladies whose beauty was the admiration of a succession of seasons following 1880 would include a large proportion of fair Americans. The greatest compliment possible was paid to one of these, a famous beauty, when it was said that her face looked lovely even in the green glare of the fireworks at one of the Thursday night assemblies on the battery platform, when all others were rendered ghastly. People who have partaken of the annual pleasures of the Cowes seasons under the Prince's Commodoreship will remember a succession of ladies from America whose beauty was the admiration of those seasons: Lady Mandeville; Lady Randolph Churchill, and her sister, Mrs. J. Leslie; Miss Stephens, so well known later as Mrs. Arthur Paget; Princess Lynar, with her sisters, the Misses Parsons, who became Mrs. Jaspar Milner Gibson and Mrs. "Harry" Higgins respectively; the Miss Livingstones, who married Mr. Mills and Mr. G. Bentinck; Mrs. Sands, with whom everyone who knew her was charmed, and who had everyone's sympathy when in the middle 'eighties her husband was killed by a fall from his horse; Mrs. King, famous for her beautiful voice; and Mme. de Charette, known first on this side of the water as Miss Polk.

The feminine beauty of France was certainly very well represented by Mrs. Henry Standish and by Princesse de Sagan and the ever popular and much lamented Marquise de Gallifet, who

in 1884 made an adventurous visit from Trouville in the *Bulldog*, a small steamer with a romantic and exciting history, once the property of Lord Suffield, which their many friends considered quite unfitted for the passage of the Channel even in August.

It would be impossible to give an adequate list of the English ladies whose presence and personal charm added so much to the success of the regatta weeks of the years between 1880 and 1890, but such a list would certainly include Lady Jane Conyngham, now Lady Jane Combe; Miss Graham, who as Lady Houghton died so early and so regretted in 1881; Miss Sidney Milner Gibson, who also died early and lamented; Mrs. Langtry, Mrs. Wheeler, Mrs. Kennard, Lady Augusta Rous, now Fane; Miss Miles, afterwards Mrs. Duppa; Lady Isabel Clayton, Miss Ames, and Lady Lisburne.

Lady Charles Beresford, Mrs. Brune, now Mrs. Horace West, Lady Sarah Spencer Churchill, who as Lady Sarah Wilson had such adventures in more recent times at Mafeking, Lady Ormonde, Lady Loudoun, Lady Lisburne, Lady Garvagh, Lady Otho Fitzgerald, Miss Sinclair, now Mrs. Owen Williams, Lady Sybil Lowther, Mrs. Lincoln Stanhope, Mrs. Berens and her daughters, afterwards Lady Cairns and Lady Charles Ross, the Duchess of Leinster, Lady Helen Duncombe, and Lady Algernon Gordon Lennox all gave distinction to later seasons at Cowes, as did Mrs. Ronalds, to whom musical England is so much indebted, Mrs. Dudley Ward, whose hospitality on the *Chazalie* as Mrs. Gerard Leigh and Madame de Falbe was a proverb, and that eminent social lady Mrs. Washington Hibbert.

The same writers who point to the dilution of the select character of the Cowes assemblies will tell you also that Cowes had a court, and was discarding a merely aristocratic character for one which was royal and imperial. We are told in 1884 of the brilliance of that court, and of the yearly increasing success of the amateur courtiers. "The whole of Cowes life now turns upon the Prince of Wales. When the Prince is on board his yacht Cowes wraps itself in silence and gloom, and the V.-C. of the R.Y.S. might play leapfrog with the V.-C. of the London

Y.C. without attracting attention. When he comes ashore it breaks out into splendour and gaiety."

The royal character of the Cowes assemblies was certainly supported by the arrival of the King of Sweden in 1884, and by that of the Crown Prince of Germany in the same year. Her Majesty herself visited the little town in 1887, during the rejoicings of the first of those jubilees which are now so fondly remembered by her people. For many years it had been Queen Victoria's custom to show a gracious interest in the races for the Queen's Cup by calling at the upper gate of the garden to inquire as to the result of the race. On the 30th July of this year fifty-nine members accompanied the Commodore to meet Her Majesty at the gate, when H.R.H. presented the following address:—

"*To Her Most Gracious Majesty The Queen.*

"MAY IT PLEASE YOUR MAJESTY,

"We, the Commodore, Vice-Commodore, and members of the Royal Yacht Squadron, having our headquarters at Cowes close to Your Majesty's marine residence at Osborne, beg leave to approach Your Majesty in order to present our sincere and heartfelt congratulations on the accomplishment of the fiftieth anniversary of Your Majesty's happy and prosperous reign.

"The Royal Yacht Club was formed in 1812,* and in 1833 your most gracious Majesty's uncle, His Majesty King William the Fourth, conferred on us the title of Royal Yacht Squadron. We gratefully remember that Your Majesty has always deigned to extend to our club a most gracious patronage, and that we have for many years been the recipients of a prize cup at the hands of Your Majesty. This cup has always been the coveted prize of our regattas, and has been competed for by some of the most celebrated yachts of modern times.

"We pray that Almighty God may in His mercy grant to Your Majesty many years of health and happiness, and that your reign may be long continued for the prosperity and well-being of this great nation."

To this address Her Majesty was graciously pleased to reply:

"It gives me great pleasure to accept this address from the oldest and most important of the yacht clubs in the kingdom,

* A mistake. The Yacht Club, as we have seen, was founded in 1815.

and I thank you sincerely for the kind and hearty congratulations with which you have greeted me on the completion of the fiftieth year of my reign.

"The love of all that belongs to the sea, so common among all my subjects, and to which my country owes so much, is fostered by the members of the yacht clubs, who encourage and promote the maritime predilections of my people."

The imperial character of the festival certainly came to Cowes and the Squadron when in 1889 the German Emperor visited the place as a member of the old club. We shall see in another chapter how the influence which the Prince's Commodoreship exerted upon the social character of the yachting circles was not confined to that interest alone, but was exercised for the benefit of the sport during a succession of seasons when His Royal Highness and the German Emperor both took up yacht-racing seriously.

To turn to the records of yacht-racing of the years following the acceptance of the Prince of Wales of the Commodoreship, it is gratifying to find that the healing of the differences between the Squadron and the Yacht Racing Association had the immediate result of producing a full list of entries for the various events of the regatta, with the natural consequence of a very successful meeting. Under the new rules, the Queen's Cup of 1882 was open to vessels of all rigs; and three schooners, two yawls, and a cutter started for the prize. This fell to the last, the redoubtable little 40-tonner *Sleuthhound*, belonging to Lord Ailsa. The following day, in the cutter and yawl race, the *Sleuthhound* bore off the cup from seven competitors, including *Samœna*, *Annasona*, and the old *Arrow*; while *Miranda* won the schooner race sailed round the island. The Town Cup fell to *Annasona*, another 40-tonner, of Mr. J. Hedderwick. The Friday of the week was devoted to a race for the Prince of Wales's Cup, given to boats of any recognised yacht club, and was won by the *Miranda* schooner (122), of Mr. G. C. Lampson, from the cutter *Erycina*, of Mr. R. S. Allan. The Prince's first season as Commodore was concluded with a race for a cup given by Lord Londonderry for yachts

which had never won a prize. This race, which was irreverently called the "duffer's cup," was won by Mr. Cust's *Bianca*.

The racing of the following years tended to confirm the generally received opinion that the rules of the Association would confine the chief prizes to one or two vessels and those of moderate tonnage. The system of measurement adopted which reckoned length of waterline and beam only in determining tonnage and left depth untaxed inevitably resulted in the deepening and narrowing of racing vessels and in the evolution of what came to be known as "the plank on edge" type of yacht, in which beam was sacrificed altogether and stability gained by the use of outside ballast on a vessel of very deep and narrow section. This design was, no doubt, easier of fulfilment in the case of a boat of moderate tonnage, and such vessels also presented obvious advantages in the way of time allowance. Certainly it introduced the vogue of the vessel of a middle size. The *Sleuthhound* repeated her success of 1882 by carrying off the Queen's Cup in the following year, together with the King of the Netherlands's Cup, which His Majesty had presented for boats belonging to the Squadron. In the open races the *Samœna* was the most prominent of the outside cutters, taking the Town Cup and that presented by the Commodore and Vice-Commodore, when it was found that the King of the Netherlands's Cup was limited to the Squadron boats.

In 1884 the Queen's Cup went to Mr. Morley's *Lorna*, a yawl; while Mr. Coates's *Marjorie*, the winner of the Town Cup and the Squadron Cup for mixed rigs, was a cutter of sixty-eight tons.

In 1885 the Committee decided to make some variation of the rules of the Association by a method of classing of their own. They constituted three classes without respect to rig or tonnage. Class A to consist of such vessels as had been built in and since the year 1875; Class B of racing boats built previous to that year, but whose spars had been reduced for cruising purposes; and Class C of *bonâ-fide* cruisers. There

were allowances as between each class, but the arrangement caused much derision in the *Field* and other sporting papers. It was, no doubt, very well meant, but it appears to have made little difference to the results, for *Lorna* repeated the story of 1884 by again taking the Queen's Cup, and *Marjorie* and *Lorna* took first and second prizes in the cutter and yawl race for the Club Cup. Other winners of the year, Mr. O'Connor's *Margurite*, of 60, who took the Town Cup, and Mr. Craufurd's *Nixie*, a yawl of 74, which won first prize from seventeen starters in the Squadron mixed race, were vessels of moderate tonnage.

In 1886 there was a revival which evoked some interesting remembrances for the older members of the Squadron, when the Commodore led a line of thirteen sailing yachts in the *Aline*, and the Vice-Commodore, Lord Ormonde, in the steamer *Santa Maria*, was followed by five other steam yachts for a cruise in manœuvres. There were some disparaging comparisons drawn between the spectacle which followed and those provided in former days by Lord Yarborough, of which the tradition still lingered at Cowes.

"The wind was light, and owing to no sort of system having been adopted with regard to the size and speed of the sailing vessels, the distances were not kept. The Commodore's and Vice-Commodore's yachts and one repeating vessel were supplied with men-of-war's signalmen borrowed from the *Southampton*, but the rest of the yachts displayed an utter ignorance, not only of signals, but of the means of making and answering them. Near the Nab the whole squadron ran into a thick fog, and for an hour no one could see anything. At about 4 p.m. the fog cleared, and the squadron, which was discovered in great confusion, all their sails anyhow, was twice ordered to 'tack instantly.' As, however, the signal as made was 'tack gravely,' there was some natural doubt as to what was meant. The whole proceeding was enough to make Lord Yarborough turn in his grave, and it is devoutly to be trusted that at some early period the R.Y.S. will borrow a sailor or two from somewhere, and will vindicate its high pretensions and do credit to its white ensign by having a cruise at least ten miles out at sea, or naval evolutions properly performed, or perhaps even both."

Such was one of the good-natured comments which appeared at the time.

The racing of 1886 repeated the story of the success of one or two boats of moderate size. The little *Sleuthhound* again secured the Queen's Cup, while the Town Cup was won by Mr. Duncraft's *May*, another 40-tonner. *Marjorie* was again successful in the mixed race for the Club Cup, a match in which *Annasona* went over the line in order to make a third for a start with the *Genesta*, and disdainfully hoisted a balloon foresail abaft the mast as a mainsail for the purpose. In answer to a signal from the Sailing Committee requesting her to hoist a mainsail, she practically replied "Shan't," on the ground apparently that there was no rule to enforce the setting of a mainsail before starting.

The chief interest of the Jubilee year was the open race for the cup of £500, given by the Squadron to celebrate that event, the course being from the Roads, round the Nab to Cherbourg breakwater, thence to the Eddystone, and back to Cowes, a distance of 880 miles. The entries included most of the best boats of the year: *Irex*, *Sleuthhound*, *Genesta* among the cutters, the old *Enchantress* of General Owen Williams, the *Cetonia* and the *Egeria* of the schooners, and the yawls *Anemone*, *Atlantis*, *Dauntless*, and *Viking*. The race was sailed under the strict rules of the Association, and Mr. Jameson's *Irex* allowed *Lorna* five minutes, *Genesta* eight, and the rest from one hour in the case of the *Enchantress* to six and a half hours in that of the *Anemone*.

Irex was first round the breakwater, still led at the Eddystone, and subsequently saving her tide round the successive headlands on the run home, sailed out of sight of the fleet, and finished eight hours ahead of *Lorna* at 3.51 p.m. on the Wednesday, *Genesta* and *Egeria* being third and fourth, the two last with the rest of the fleet arriving at long intervals during the next twenty-four hours (Thursday).

Irex, Mr. Jameson's cutter, was undoubtedly the boat of the year. *Lorna* finished first for the Queen's Cup, which, however,

"IREX" "VALKYRIE" "YARANA"

[*Photo. West and Son.*

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went to a cutter, the *Moïna* (83), of the B Class, belonging to Captain Bainbridge. But the Town and the other open Cups all went to the *Irex*.

The year 1888 was memorable for the appearance of a famous yachtsman, the Earl of Dunraven, with the *Petronilla*, a cutter of 56, in the Queen's Cup. The *Petronilla* finished first, but the prize went to *Moïna* on time. Mr. Ralli's *Yarana* won the cutter prize, and *Vol-au-Vent* the yawl. The Town Cup fell to *Foxhound*, a cutter of 32, belonging to Mr. Nottage; a second prize going to *Foxglove*, a yawl of 40. These vessels sailing under the B Class received such allowances as to make hopeless the chances of *Irex*, *Petronilla*, and *Moïna*, who finished from forty-five to twenty-five minutes ahead of the winner.

The Queen's Cup of 1889 went to a schooner, Lord Iveagh's *Cetonia*, and the season was remarkable for the appearance of the first of Lord Dunraven's famous *Valkyries*, which beat both *Irex* and *Yarana* in the mixed Squadron Cup. The *Mohawk*, a cutter of 45, took the Town Cup. In 1890, which ends our period, *Samœna* took the Queen's Cup, *Valkyrie* the Town Cup, and the yawls *Erycina* and *Amphitrite* the two prizes in the mixed Squadron race. The season of 1890 was concluded with a Squadron race for the smaller vessels of 20 rating, won by *Kelzie*.

Here, again, we may pause to glance at some of the familiar figures at Cowes during the Commodoreship of the Prince of Wales. Happily many of these are still alive and the mainstay of the club at this day; others have passed away amidst the regrets of their fellow-members. Among these last none was more lamented than the Marquess of Londonderry, the Vice-Commodore, who died in 1884, and whose death deprived the Squadron of one of its most popular members. Lord Londonderry joined the club as Lord Seaham, with the *Wave* cutter, as early as 1846, was an enthusiastic yachtsman, and the owner of a succession of fine vessels, including the old *Lotus* schooner, ending with the *Cornelia* steam yacht, of 500 tons, upon which he practised a lavish hospitality.

We have noticed the election of Mr. Thomas Milner Gibson in an early chapter. It remains to record the death of that typical yachtsman in 1883, by which another respected figure was removed from the club, of which he had been a member for fifty-five years. As an obituary we cannot do better than quote an appreciative description written by a member who knew and remembers him well.

"Mr. Thomas Milner Gibson, M.P., was one of the old sea-dogs of the Squadron, who, like Mr. Bentinck, lived on board his vessel, and went round the world in his well-known yacht, the *Resolute*, a cutter of 76 tons. When at last, in 1871, he was forced to build a new *Resolute*, a cutter of 79 tons (which now belongs to Sir Reginald Graham), so fond was he of his first ship that he removed everything above and below on to his new craft, and at once resumed his perpetual mid-ocean life. He was never weary of narrating his nautical experiences and adventures, which ended only with the life of this good old sailor."

In 1883, at the age of eighty-six, died the third Marquess of Donegal, a name which takes us back to the early days of the Squadron, when as Lord Belfast he, with Mr. Weld, Mr. Assheton-Smith, and one or two others were the chief supporters of the sport. In later years the Marquess renounced yachting altogether, and had no vessel after the *Water-witch*, which disappeared from the list as early as 1834, but he continued his membership until two years before his death, which reminded some of the older members of the stirring times of his contest with Mr. Weld, whom he survived by nearly twenty years.

Sir Edward Sullivan, the fifth baronet, who died suddenly in 1900, was a very talented man, who wrote much for reviews and periodicals and was the author of an excellent chapter of one of the Badminton volumes on yachting. He built a fine schooner called the *Shamrock*, later the property of the Earl of Lonsdale, who renamed her the *Verena*. Another loss to the Squadron was the third Marquess of Exeter, the owner of "Burghley House by Stamford town," a good yachtsman

and a prominent member of the Royal Victoria Yacht Club, of which he was Commodore. Lord Henry Lennox, M.P., the brother of the present Duke of Richmond, is remembered as a well-known figure at Cowes and as an able administrator at the Admiralty in Lord Beaconsfield's last Government. He married Mrs. White, of Ardarroch, so well known as a collector of objects of art.

A notable member came on the list of the Squadron in 1880 in General Sir Arthur Fremantle, G.C.B., formerly of the Coldstream Guards, a soldier who had a most distinguished career and saw much service in many countries. Sir Arthur's last appointment was the Governorship of Malta, from which he retired in 1898. In later days he was a very useful and business-like member of the Committee, and resided much at the Castle. But he was of delicate health, and suffered terribly from asthma, from which, indeed, he died suddenly in his room at the Castle in September of 1901, deeply regretted by all who knew him.

Another loss to the club came with the death of Sir Charles Hall, the popular and charming Recorder of London, remembered and regretted by all who knew him as a sunny-natured, good fellow. As we write, too, comes news of the death of another highly valued member of the Squadron, the Marquess of Dufferin. It seems superfluous, and indeed impertinent, to attempt any obituary of that eminent man, but he was surely the very archtype of that class of public men which is produced by no system but ours, whose privilege it is to serve their country in the most important capacities all the world over, to control the destinies of millions, to draw emoluments for such services which would be the derision of even second-rate figures in other walks of life, and, as a consequence, to die impoverished men. As a yachtsman Lord Dufferin was famous for his success with the small sailing boat, which he improved to something which seems near perfection. This boat, which Lord Dufferin took with him all over the world, is a marvel of the adaptation of means to end, that end being the easy

control of the boat by a single person. By a series of most ingenious mechanical contrivances all operations necessary to the working of a boat are brought within reach of the owner's hand at the tiller. Many of these contrivances were the result of long conferences between Lord Dufferin and Mr. Guy, the engineer, of Cowes, his confidant and familiar, whose boast it is that Lord Dufferin could never pass his door without calling, even though going to dine at Osborne and blazing with orders.

In 1902 died Earl Fitzwilliam, who was elected in 1843, owner of Wentworth, one of the largest palaces in England, and proprietor of vast coal mines and many broad acres in Yorkshire, besides Coollattin, in county Wicklow. Lord Fitzwilliam, who had reached the age of eighty-seven, was senior member of the Squadron at his death. It is pleasant to remember that his successor in the title was elected last May, with the same old *Kathleen* which has been seen so many years in Cowes Roads.

Mr. Richard Naylor, who died recently, was elected in 1846, and stood second only on the list to the late Lord Fitzwilliam. He will be long remembered as one of the old-fashioned yachting men, as a successful owner of racehorses, and especially as the father of those popular ladies, Lady Rossmore and Miss Naylor, the last so well known in the Leicestershire fields as a splendid horsewoman.

The ever-genial face of Sir Henry Edwardes, familiarly known as the "Bart," will be much missed at the Castle. Under his auspices as a frequent member of the Committee many useful alterations for the interest of the club were effected, whilst the care of the garden and of the fine creeper on the platform was ever among his first thoughts. No member ever gathered so many and varied a company of diners, all flocking to obtain a seat at the table at which he presided, where his pleasant flow of conversation and anecdote kept all alive and in good humour.

Among other members who were often to be seen at Sir

SIR HENRY EDWARDES, BART.

FROM THE SKETCH BY SIR JAMES GRAHAM MONTGOMERY, BART.

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Henry's table, and who have followed him to the unknown land, may be mentioned Mr. Hugh Trevanion, the *bon vivant* who kept an ever-watchful eye on the new candidates for election; the Honourable Cecil Duncombe, who died somewhat suddenly but a few weeks ago; Mr. J. Wardlaw, so many years a member, ever calm and gentle, devoted to his fox-terrier and his horses, which he generally brought down with him to Southampton to ride through the pleasant glades of the New Forest, and whose loss will be as much felt at the Travellers' Club, in London, as at the Squadron. Another of the same band was Colonel Henry Armytage, late of the Coldstream Guards, who saw so much fighting in the Crimea, the gallant soldier, the good yachting man, the cheery raconteur and boon companion. Another guardsman was Lieutenant-General Meyrick, who, taking to the pastime of the sea somewhat late in life, joined the Squadron as owner of the late Mr. R. B. Sheridan's old schooner *Marcia*, and who in a short time qualified himself as a master mariner, and navigated his vessel in many waters. His kind and rugged face will be much regretted.

It is a difficult task to write of present members of the Squadron, but there are certain names on the present list which claim mention at least in a work dealing with its history. Among these is surely that of Lord Colville of Culross, the senior member of the club, the active and capable man of affairs, who reminds his many friends more of a man of fifty than one of eighty-three. Lord Colville, as everyone knows, is a late chairman of the Great Northern Railway Company, has held many high offices in the household of His Majesty when Prince of Wales, and is at present chamberlain to Her Majesty Queen Alexandra. He built a house at Cowes, where he goes every season; he has frequently served on committees of the Club, and in his little steamer is one of the best-known figures on the Solent. Lord Colville often sailed with the German Emperor on the *Meteor*, and in one race, when there was a prospect of a close finish, Lord Colville remarked to His

Majesty, "I think, Sir, we may just win, and I've got a lucky cap down below." "Pray run and fetch it," said the Emperor. Lord Colville did so, put it on, and the *Meteor* won by seconds. Afterwards the Emperor never failed to remind Lord Colville to bring the lucky cap whenever he sailed with him. Lord Colville is the father of Captain Cecil Colville, R.N., and of that good yacht-sailor, Mr. George Colville.

It was Lord Colville who proposed for the Squadron Sir Allen Young, C.B., the well-known Arctic explorer, and perhaps the best and most competent sailorman who has ever flown the Squadron flag. Apart from Sir Allen's adventurous voyages in the Polar seas, which form a very important chapter in the history of Arctic exploration, he has a record of varied service in many parts of the world equalled by few of his contemporaries. He commanded one of the transports which took troops to the Black Sea during the Crimean War, and helped Sherrard Osborne to organise the fleet of gunboats which co-operated with the Imperial party in China during the great Taeping Rebellion in 1862, a fleet in which he himself took command of a vessel. Sir Allen's recollections go back to the days of the great clippers before the days of steam, and if he could be induced to speak of himself, would tell many interesting stories of those days. How, for instance, when in command of the *Marlborough*, passenger liner and clipper, running between this country and Calcutta, he bet £1,000 with his friend the captain of a rival clipper, starting on the homeward voyage the same day, that he would deliver his mails first in London. How in this ocean match he cracked on all sail, made Weymouth his port, dined at the Gloucester Hotel, drove eight miles to Dorchester, took the train then lately established, and himself delivered his mails in London twelve hours before his rival, who had chosen Liverpool for his port.

He would tell also of another friend who left the Hooghly with him in command of a similar vessel, and could not make up his mind as to whether the Horn or the Cape route home was the more advisable in the time and season. The two ships

sailed in company for some distance, until it was necessary for Sir Allen's friend to make up his mind. Sir Allen chose the Cape route, his friend, after much hesitation, decided on the Horn. They said good-bye, and the captain and ship and three hundred passengers were never heard of again.

Sir Reginald Graham, son of Sir Bellingham, the former Vice-Commodore and one of the most prominent of the present members, came into the Squadron with the *Cygnet*, in 1867, a noted cutter of her day, which had previously won a royal cup. He now owns Mr. Milner Gibson's famous *Resolute*. Sir Reginald, who has frequently been a member of the Royal Yacht Squadron Committee and has always taken a keen interest in the welfare of the Squadron, is constantly to be seen at Cowes. He served in the Crimea at the age of nineteen, and was a captain in the Rifle Brigade at twenty. Since retiring from the Army he has carried on the family sporting tradition as a master of hounds in many countries, is a member of the Jockey Club, and very well known in the racing and hunting worlds. He lives at Norton Conyers, in Yorkshire.

The Right Honble. A. H. Smith-Barry, M.P., now raised to the peerage as Lord Barrymore, will live in history as the most energetic of the loyalist members of Parliament who supported the Unionist cause during the stormy days of the Parnellite campaign. Mr. Smith-Barry was at one time a very prominent figure in Rotten Row, where he once had the misfortune to collide with the Prince of Wales, whom he upset. He once owned the topsail schooner *Goshawk* and the yawl *Alruna*, and his present vessel is the schooner *Waterwitch*, once the property of the late Lord Revelstoke.

Another prominent member of the Squadron is General Owen Williams, once Colonel of the Blues, well known in the racing world and to his intimates as the "Prince." It is perhaps no indiscretion to say that General Williams's pluck is almost a proverb with his friends. They tell a story at the Castle of a cruise of the General's in the *Enchantress*, when his

skipper came and reported a sudden fall of the barometer, and suggested an immediate shortening of sail. The yacht was under full canvas, but General Williams replied, "We will not shorten sail, we will let her feel the full fury of the gale." The gale duly arrived, and the *Enchantress* got into port with difficulty, after sustaining five hundred pounds' worth of damage.

The Marquess of Ailsa is well known as a very clever scientific man, who built many successful racing cutters named after various hounds, as *Deerhound*, *Foxhound*, *Sleuthhound*, with which he won many cups. He eventually gave up racing, and concentrated all his efforts on yacht-building at his own private yard on his property in Scotland.

Major F. Shuttleworth and his brother, Mr. A. Shuttleworth, are noted in the Squadron for the number of steam yachts they have built from year to year, which together form a fleet, ranging from the *Mona* of 54 to the *Paulina* of 317 tons. Lord Amherst of Hackney was the devoted friend of Mr. Bentinck, both of whose yachts named *Dream* he bought. One of these is broken up, the other Lord Amherst still keeps as a memorial of his friend. Mr. A. B. Freeman Mitford, lately raised to the peerage, is a noted Oriental scholar and a man to whom modern London owes much. He was one of the originators of the movement which has resulted in the beautifying of the public parks in London with flowers and shrubs, and may be regarded as the prophet of the "open space," an institution which is becoming more necessary and more appreciated every year. The Earl of Harrington is the modern prototype of the Assheton-Smiths and Osbaldestons of an earlier generation, the keen polo player, boat-sailor, M.F.H., and perhaps the hardest sportsman of his day; Mr. Langrishe of the present list is the popular master of the Kilkenny Hounds, the energetic Irish sportsman, fine boat-sailor, bicyclist, and motorman.

Happily, too, the Squadron still includes the names of such valued members as Lord Brassey, whose fame as the owner of the world-renowned *Sunbeam* and the author of the invaluable

Naval Annual, has made the name of the late Governor of Victoria conspicuous to so many classes of his countrymen; the Earl of Crawford, owner of two of the largest yachts in the Squadron, the *Wanderer*, 708 tons, and *Valhalla*, 1,490, who, beginning life in the Guards, has been successively member of Parliament, President of the Royal Astronomical Society, and bears the distinguished letters F.R.S. after his name; the learned Lord Kelvin, late president of the same distinguished society, whose services in connection with the laying of the Atlantic cable earned for him his first knighthood as Sir Henry Thompson, and of whose subsequent services to science it would be unnecessary to remind our readers; Mr. Justice Gainsford Bruce, the accomplished judge of the King's Bench, whose legal acumen is so valuable upon all knotty subjects which from time to time arise in the affairs of the Squadron, and is so gracefully accorded; Colonel Dugmore, ex-Guardsman, living at the Hamble River, whose face is as familiar and as welcome at the Castle as the returning dawn; Mr. Frederick Ellis, hailing from the coast of the New Forest, who owns the *Free Lance*, of 46 tons, perhaps the compactest little schooner afloat, whose genial nature has never been known to fail him, even under the rheumatic afflictions to which he is so frequently a martyr; the Rev. J. Curling, who began life in the Royal Engineers, only to leave that splendid branch of the Service to undertake the more serious duties of the Church in Newfoundland, where, after doing an immensity of good, he returned to a cure in Hampshire, and was re-elected to the Squadron.

Among those who have rendered invaluable services upon the committees we may allude to the universally popular and witty Major Seymour Wynne Finch, who, entering the Service in the 60th Rifles, brought his military career to an end as a major of the Horse Guards Blue; Mr. Philip Percival, who twice went out to fight in the South African War, so happily concluded as we write, and was able each summer to return in time to steer his little craft successfully in the Solent, the worthy successor of his father, who was for so many years the most familiar figure

and the best-esteemed friend at the Castle; Sir Richard Bulkeley, that capable sailor and navigator, the present representative of a family which from the earliest days of the club has had a member upon the list, and is remarkable as having been the owner of more vessels than any member except the late Vice-Commodore, Lord Conyngham; Captain E. R. Boyle, who is always welcome whenever he can tear himself away from the delights of his New Forest home; Sir Edward Birkbeck, who has been so long associated with the welfare of the shipwrecked mariner, whether as member of Parliament or as chairman of the Royal Lifeboat Institution; Lord Montagu, the possessor of the grand old mansion at the head of the beautiful Beaulieu River, who can always find time to come over and attend to the interests of the club; Mr. Reynell Pack, who succeeded the late Mr. Milner Gibson as owner of the *Resolute* cutter, and who follows in his footsteps as a fine navigator and a wanderer in many distant seas; Sir Maurice Fitzgerald, Knight of Kerry, owner of the famous racing cutter *Satanita*, whose services on the Wine Committee are beyond all value, and who has worthily filled a void much felt in that department at the death of Sir Henry Edwardes; the ever-kindly Duke of Sutherland, owner of the magnificent steam yacht *Catania*, who we really believe is happiest on board his 100-ton yawl *Kriemhilda*, when the hay-fever season compels him hurriedly to seek refuge on the sea before his large steam yacht is ready for him; the Earl of Albemarle, whose distinguished services in South Africa as Colonel of the City Imperial Volunteers earned for him those well-merited honours which were a source of pleasure to his many yachting friends, and who has given proof of his artistic talents in the two admirable sketches of the Commodore and Vice-Commodore, which are reproduced in this volume; Lord Ashburton, whose splendid steam yachts *Ladye Mabel* and *Venetia* have borne him to innumerable ports in foreign seas, when he has found leisure to lay aside the gun with which he has gained so great a renown as a shot and a sportsman; Mr. Henry Hervey, C.B., so long associated with the

THE MARQUESS OF ORMONDE (COMMODORE)

THE DUKE OF LEEDS (VICE-COMMODORE)

FROM SKETCHES AT THE R.Y.S. CASTLE BY THE EARL OF ALBEMARLE

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Foreign Office, and who since his retirement has devoted himself enthusiastically to the rudder.

Among many members of the Squadron who have seen service in the Royal Navy we note Lieutenant Innes Lillingstone, who in past times has rendered yeoman's service on the Sailing Committee; Mr. W. N. Diggle, that invaluable member of the House Committee, who during the ten years of his membership has built two large steam yachts, and is now the owner of the smart little steam yacht *Chanticleer*, of 60 tons, which he also designed, and which is a model for vessels of that class; Captain F. C. B. Bridgeman, late flag-captain to Admiral Sir Michael Culme-Seymour while Commander-in-Chief at Portsmouth, and who now employs some of his spare moments in the arduous duties of looking after the charts and naval instruments at the Castle, which from their present condition under his care must be a permanent benefit to the Squadron; Lieutenant R. B. Croft, whose steam yacht *Eothen* is kept in the most ship-shape fashion, and is often in evidence at or about the station, and one of the most liberal and thoughtful contributors to the R.Y.S. library. Last, but not least, of these naval gentlemen is that typical, cheery, light-hearted sailor, Admiral Victor Montagu, "as young and handsome as ever," who after serving his country successively in the Russian War, the China Expedition, and the Indian Mutiny, made his name as a yachtsman by the ownership of several crack racing cutters and by the winning of many prizes, including a Queen's Cup. His *Reminiscences of a Midshipman*, and the stories therein related of his late captain, Admiral of the Fleet Sir Harry Keppel, elected an Honorary Member of the R.Y.S. in 1835 and still happily alive at the age of 94, has given much pleasure to the reading public.

Other names will occur to those who know Cowes as familiar each season at the little town either ashore or afloat—Lord Annesley, elected in 1864, who was so severely wounded whilst serving with the Guards in the Crimea, and whose wife is so conspicuous for her charm and beauty both in London and

Dublin; Sir Michael Shaw Stewart, in his fine steam yacht *Cavalier*, which has been so many years a noted vessel in the Solent; Lord Ducie, navigating his own steam yacht *Monarch*, the successor to the vessel of the same name which was lost on the coast of Norway, and who so ably fulfils the duties which devolve upon him in the management of the affairs of the Duchy of Cornwall; Major-General J. Sterling, of the Guards, who has rendered such good service both at the War Office and on the Sailing Committee of the Squadron, the owner of a Queen's Cup winner in the *Raven*, and who may be seen sailing his little *Chough* in all weathers in the English Channel; the popular baronet, Sir Thomas Erskine, whose *Sula* yawl, of 80 tons, until lately was often to be met off the coasts of England or Scotland, until he sold her to Lord Churston, after losing a man overboard in a heavy sea during one of his last voyages; the brothers James and Leonard West; the Honourable Henry Denison, who keeps men and women alive with his piquant stories and fund of merriment; Lord Revelstoke on his hospitable *Gabrielle* schooner, the worthy successor of his popular father; Lord Dunsandle, a late private secretary of Lord Beaconsfield; Mr. William Portal, closely connected with the South Western Railway Company and the unique factory of bank-note paper, whose smart steam yacht *Huguenot* is frequently to be found anchored off the Castle, and is a striking contrast to the little vessel which brought his progenitor over to this country at the time of the flight of the Huguenots; Lord Lonsdale, the finished horseman, grand whip, and good all-round sportsman, who seems of late to have rather cooled in his former ardour for the sea; Mr. E. V. Curwen, when he returns from his long sea voyages on board the *Morning Star;* Lord Wolverton, Commodore of the neighbouring Royal Dorset Yacht Club, when he can get away from his "Ugly House" at Newmarket and his racing and City engagements; Sir Samuel Scott, from time to time in his splendid new *Golden Eagle;* Lord Algernon Gordon Lennox, whose polished manners and faultless double-round neckties remind us of the courteous and

Lana Sons, Brixton, photo. Walker & Cockerell, ph.sc.

The Duke of Leeds.

smartly-dressed gentlemen of a former generation; Mr. Pryce Hamilton, whose steam yachts are known as well at Cannes and Monte Carlo, where he always flies from the inclemency of the English winters, as they are in the Isle of Wight; Colonel Crozier, whose *Assegai* steam yacht may be seen any day bearing its owner to and from his magisterial duties, and whose pleasant garden-parties in regatta weeks at his picturesque home at Yarmouth will be long remembered; the Right Honourable Arnold Morley, late Postmaster-General in the Liberal Government, is a frequent visitor in the summer in his *Alruna* yawl, often accompanied for a Sunday's "breath of fresh air" by fair and attractive ladies after a hard week's enjoyment of a London season; Mr. Godfrey Baring, whose untiring devotion to duty and his hitherto unsuccessful efforts to obtain a seat in Parliament his many friends hope may ere long be rewarded; and Mr. Aubrey Harcourt, the head of the great Sir William's family.

But among all these we have not alluded to the leader of the Liberal party, Lord Rosebery. His visits are not as yet frequent at the Castle, but it is much to be hoped that when he has more time at his disposal and seeks relaxation from literary and other cares, he may find what he desires on the waters of the Solent.

A prominent member since 1867, when he joined with the *Koh-i-noor* schooner, is the third Marquess of Ormonde, subsequent owner of the fine *Mirage* schooner, of 200 tons, and the present steamer of the same name. His fellow-members recognise in this most popular Marquess many years of good service in the best interests of the Squadron, which were acknowledged by the general desire that he should succeed His Majesty King Edward in the office of Commodore. Lord Ormonde lives at Kilkenny Castle, and was formerly in the Life Guards, and always takes charge of his vessel when on board.

There seemed a special fitness in the election of the Duke of Leeds to the post of Vice-Commodore in 1901, for was not his family represented among the very earliest of yachtsmen, when

his ancestor, Lord Carmarthen, in his yacht the *Peregrine*, rendered such distinguished service in the unfortunate expedition against Brest in 1694? Macaulay thus relates the incident:—

"Berkeley's squadron, with the troops on board, steered for the coast of Brittany, and anchored just outside Camaret Bay, close to the mouth of the harbour of Brest. Talmash proposed to land in Camaret Bay. It was therefore desirable to ascertain with accuracy the state of the coast. The eldest son of the Duke of Leeds, now called Marquess of Carmarthen, undertook to enter the basin and to obtain the necessary information. The passion of this brave and eccentric young man for maritime adventure was unconquerable. He had solicited and obtained the rank of rear-admiral, and had accompanied the expedition in his own yacht, the *Peregrine*, renowned as the masterpiece of shipbuilding. . . . The *Peregrine* went into the bay with its gallant crew, and came out safe, but not without having run great risks. Carmarthen reported that the defences, of which, however, he had seen only a small part, were formidable. But Berkeley and Talmash suspected that he overrated the danger. They were not aware that their design had long been known at Versailles, that an army had been collected to oppose them, and that the greatest engineer in the world had been employed to fortify the coast against them. . . .

"Carmarthen was ordered to enter the bay with eight vessels, and to batter the French works. Talmash was to follow with about a hundred boats full of soldiers. It soon appeared that the enterprise was even more perilous than it had on the preceding day appeared to be. Batteries which had then escaped notice opened on the ships a fire so murderous that several decks were soon cleared. Great bodies of foot and horse were soon discernible, and by their uniforms they appeared to be regular troops. The young rear-admiral sent an officer in all haste to warn Talmash. But Talmash was so completely possessed by the notion that the French were not prepared to repel an attack, that he disregarded all caution, and would not even trust his own eyes. He felt sure that the force which he saw assembled on the shore was a mere rabble of peasants, who had been brought together in haste from the surrounding country. Confident that these mock soldiers would run like sheep before real soldiers, he ordered his men to pull for the beach. He was soon undeceived. A terrible fire mowed down his troops faster than they could get on shore. He had himself scarcely sprung on dry ground when he received a wound in his thigh from a cannon ball, and was carried back to his skiff. His men re-embarked in confusion. Ships and boats

made haste to get out of the bay, and did not succeed until four hundred seamen and seven hundred soldiers had fallen. During many days the waves continued to throw up pierced and shattered corpses on the beach of Brittany. The battery from which Talmash received his wound is called to this day 'The Englishman's Death.'"

Of the popularity of the Vice-Commodore to anyone who knows Cowes it seems superfluous to speak; a wider public perhaps remember him better as the Marquess of Carmarthen, the popular representative of a South London constituency in the House of Commons, the able speaker, and the master of repartee. "Does your mother know you're out," inquired an interrupting opponent at a meeting in Brixton, deceived by Lord Carmarthen's youthful appearance. "She ought to," was the reply, "for she's here on the platform."

Many members will remember the family of Clarkes, the boatmen who have waited within hail of the Castle year after year, and take members to and from their yachts. They all derived from the original old Clarke, whose personality is now little more than a myth, but whose son, the "Murderer," jocosely nicknamed by some of the younger members of the Squadron, and his brother "Rufus," were as well known at Cowes as the Commodore himself. The "Murderer" was so called from his gloomy cast of countenance, "Rufus" from the colour of his hair. The "Murderer" began life as a coachman, but his fame rests upon his eminence as a waterman. The "Murderer" and "Rufus" had a feud of long standing, and never spoke to each other, though their boats lay alongside season after season. They always composed their differences in public, and the only manifestation of their mutual hate was a glare of envy from the other when either got a fare. "Rufus" was the progenitor of the present Arthur Clarke, the "artful one," who so obligingly and successfully practises the same calling.

It is pleasant to record the services of some of the staff of servants known and appreciated by members during years: of Myers, the old signalman, formerly one of the crew of Lord Yarborough's *Falcon*, still alive, enjoying a well-earned

pension; of his successor Palmer, and his subordinate Jones, the tender-hearted; of Ogilvy, the predecessor of Palmer, painter of ships in the Japanese manner, with no single stay or halliard omitted, works of art which are in the possession of many members and treasured for the heavenly blue of their skies and the refreshing greens of their seas.

Last of all, we record the faithful services of Nye, the head waiter, civillest and most attentive of all club servants, formerly the valet of General Charles Baring, and to-day respected and valued by every member of the club. It is not all of these who know that in his scanty leisure Nye has studied entomology to advantage, and that his collection of butterflies made by himself is notable among such treasures, and worth many a pound. Members also recognise and appreciate the good qualities of Nye's assistant, James Hobbes. Finally we must in no wise omit mention of Mr. Getliffe, the present club caterer, for so many years the able *chef* of the Squadron, the excellence of whose crab omelettes and *omelettes soufflés* has long been a proverb with diners at the Castle.

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The Marquis of Ormond.

CHAPTER XV

LAST YEARS OF THE CENTURY

1891–1900

WE are drawing near the end of our subject, and have reached a period which suggests itself rather as a subject for the future historian of the Royal Yacht Squadron and of yachting than for ourselves. But it happens that the last years of the nineteenth century are the most important of all in the history of the sport, for they represent the period of the solidarity which followed the establishment and acceptance of the Yacht Racing Association as its authoritative legislature. It was during those years that the conditions of yacht-racing were transformed by the rating regulations which at last supplied a workable plan for the reconciling of the thousand difficulties of tonnage, rig, and handicapping; and it was within the same period that the rivalry between the American and British schools of yachting, which we saw in its origin in 1851, reached its present healthy development. We may add that the ranks of the active yachtsmen of the Squadron were recruited after 1890 by some notable sportsmen—the Prince of Wales, the German Emperor, and Lord Dunraven among many others.

The first great change in the classification of yachts for racing was made in 1886, when the factor of sail area was at length taken seriously into their calculations by the Association. The 1730 rule of 1881, which had fixed tonnage by certain multiplications of length and breadth, had resulted in the evolution of an unwholesome type of vessel which gained an artificial stability for its huge spread of canvas on minimum beam by a portentous depth of keel and by the employment of huge masses of lead as outside ballast. These vessels of the type

known as "plank on edge" were useless for any purpose except the hunting of cups, were uncomfortable to live in, impossible as cruisers, and unsaleable except as mere heaps of scrap material when their racing career was at an end.

In 1886, as we say, the Yacht Racing Association adopted a scheme of measurement which had been in vogue in America since 1882, and at once put an end to the supremacy of these monstrosities. They took the length of the vessel at the water-line, the area of its sails in square feet, multiplied these two factors together and divided the result by a fixed denominator, 6,000, to give the rating of a particular vessel. The rating thus obtained, vessels were arranged in classes, the first class of sixty-raters and above down to the sixth class of those between two and a half and five. Differences between vessels in a particular class were arranged by time allowance reckoned at so many seconds per knot of the course sailed, per unit of rating, to the smaller vessel. Roughly estimated, the tonnage of any vessel of the old measurement was doubled to give rating in the middling tonnages: thus a ten-tonner became a twenty-rater, but the ratio decreased in the larger and smaller burdens, a forty-tonner becoming only a sixty-rater, while a three-tonner ranked as a five-rater. Under these rules the racing in English waters was conducted from 1886 to 1895, and some experts consider that the sport was at its height during that period.

In 1895 was propounded the rule at present in force—that of linear rating. Here a new factor was taken into account, that of girth, which, of course, included depth of draught as well as beam. Length, three-quarters of girth, and half of the sail area in square feet were multiplied together and divided by two to produce what is known as linear rating, which is expressed in feet. Under this rule a vessel of one-rating under the old system became a twenty-four-footer in the new, a five-rater a thirty-six-footer, a twenty-rater a fifty-two-footer, a forty-rater a sixty-five-footer, and so on. Boats are arranged in classes as before, and yawls, ketches, schooners, and luggers receive

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The Landing-stage of the Royal Yacht Squadron at Cowes.

certain advantages as against cutters in the matter of time allowance per knot of the course, schooners, for example, being reckoned at eighty-five per cent. only of their actual measurement and yawls at ninety-two. The Association recommends that different rigs should be kept in classes apart as far as possible. It is unsafe to prophesy in a sport so rich in dissension as yacht-racing, but the method so far has proved acceptable and popular, and has resulted in little change in the design of yachts produced by the fundamental change in 1886. The Sailing Committees of the Squadron, however, have been at times in sad trouble owing to their modifying these rules by handicaps of their own—a procedure which may be due to the innate conservatism of the Squadron as a society or to the embarrassing diversity of vessels which enter for their races.

The regatta of 1891 opened under the best of auspices. The yachting fraternity were at last more or less in agreement with the law, and the social functions of the week suffered no eclipse from the glories of former seasons. A sure record of the success of the social phase of the week is preserved in the annals of the room-letting industry at Cowes. When we read that £70 was asked and realised for a couple of small sitting-rooms with bedrooms to match, we may be relieved of any regrets as to the failure of the Cowes week of 1891. People amused themselves during the festival in different ways from former years, there being no continuing city at Cowes more than elsewhere. Mournful chroniclers of the doings of society regretted the balls of Lady Harrington, Mrs. Cust, and Mrs. Markham, and shook their heads in recording the solitary splendour of Lady Gort's entertainment at East Cowes Castle. But they record also the exchange of much hospitality aboard the great assemblage of vessels in the roads, and point to the ever-increasing importance, as social functions, of the assemblies in the Castle garden. They bewail the handing over of Cowes to the tripper, which followed the enterprise of the railway and steamboat managers, and wondered "that the R.Y.S. authorities

did not induce the local authorities to do something in the way of clearing away the crowds that hang in festoons round the landing-stage and gates of the Club," which, we are assured, were "just like the crowds waiting at the pit door of a theatre on a first night." But we are assured in the same breath by these historians that the crowds made the Castle lawn a haven of rest by contrast, and that "half the pleasures of the garden would be gone, were there no envious eyes outside the gates whose owners were dying to get in and could not."

We feel conscious of having written enough of the social importance of the Castle garden, and will leave its final apotheosis to the care of these gentlemen. We may mention, however, that in 1891 the public spirit of certain members of the club resulted in the permanent enlargement of the little plot of ground which has appeared in our later pages as a social paradise. Fifty-eight of these gentlemen, headed by the Commodore, subscribed a sum of £3,160, which enabled the Squadron to acquire certain property and to add the gardens of Colonel Lloyd's house to the lawn.

The racing of 1891 was remarkable for an interesting revival or resurrection of many of the famous schooners of former years in the race for the Queen's Cup. Here was the *Aline*, which had won a Queen's Cup thirty years earlier, the "wonderful *Egeria*," who made her début in 1865, and the *Cetonia*, one of old Michael Ratsey's last productions. To many it was an interesting race, to others, more irreverent, it appeared "a melancholy sight to see some respectable old boxes, most luxuriously appointed, with capital company and excellent lunches on board, sailing round in a fine breeze for the Queen's Cup." The cup was won by Lord Iveagh's *Cetonia*. The Town Cup of the 1891 regatta fell to *Valkyrie*, the first of the famous cutters of that name belonging to the Earl of Dunraven, which finished ahead of Mr. W. Jameson's noted *Iverna* by a minute and some seconds. There were races for cups presented by the Squadron to vessels of any recognised club which produced large entries, open events for the larger ratings, and a

[*Photo. West and Son.*

ONE DESIGNERS ROUNDING THE SPIT BUOY

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whole set of cups for the smaller boats which had been built under the new regulations of the Association.

The popularity of these smaller vessels seems a remarkable testimony to the wisdom of the new dispensation in yachting. The new methods of classification rendered possible for the first time the meeting of equally matched boats of all sizes down to the very smallest, and their adoption by numbers of yachtsmen who must have eschewed the cares and expenses inseparable from the possession of a large racer added much to the popularity of the sport during the period we are considering. Little vessels from half-raters to five-raters appeared in increasing numbers all round the coast from 1888 onwards, and their recognition by the Squadron officials in 1891 caused much satisfaction among their owners.

These Corinthians claimed for the little vessel that it emancipated them from the tyranny of the yachting skipper, as also from the boredom of the long course which consumed an entire day in the sailing. The boats could be sailed by single-handed owners, among whom ladies were not the least eminent or efficient. Indeed, the pleasures of the small rater are perhaps best set forth in a very interesting article in the *Badminton Magazine* of June, 1892, written by a lady expert in the management and sailing of the small rater, Miss Barbara, or "Bobsey" Hughes.

The slightest notice of the rise of the small rater must include mention of that lady and her sisters, the daughters of Captain Hughes, of Hamble; Mrs. Schenley, Miss "Happy" Hughes (who now, after the manner of the twentieth century, carries on in Hanover Square a most successful hat shop, a branch of which comes down to Cowes for the Regatta season), and Miss "Tookey" Hughes, all eminent figures in the sport, and universally known and admired at Cowes. Two other ladies famous for their proficiency in the sailing of the small raters were the Honourable Mrs. "Bully" Oliphant and the late much-regretted Miss "Fonnie" Cust. Among members of the Squadron that grand and versatile sportsman Lord

Dunraven and Mr. Philip Percival were the pioneers of small-rater sailing. Other notable exponents of the sport are Mr. Langrishe, Lord Harrington, Mr. John Gretton, jun., Lord Albemarle, Lord Valletort, the brothers Orr-Ewing, and Mr. George Colville, the last as yet, unfortunately, not a candidate for Squadron honours.

The season of 1892 was made memorable by the appearance of the German Emperor among British yachtsmen and by His Majesty's visit to Cowes during the regatta. The *Meteor*, which came on the Squadron list in the previous year as the Emperor's boat, was well known before as the *Thistle*, and was a cutter of 116-rating. She proved to be an exceedingly fast boat and won fifteen prizes during the season, though she was not very successful at Cowes. She started in the Queen's Cup against a large number of competitors, to most of whom she had to give large time allowances. She finished well first, but the trophy went to Admiral Victor Montagu's *Corsair*, a cutter of 40, who by the handicap received twenty-seven minutes from the scratch boat, and won by a third of her allowance. The Club Open Cup went to Mr. Jameson's *Iverna*, a boat of similar size to the *Meteor*, which finished ahead of her by seven minutes and some seconds. Here again the *Meteor* was unlucky, as she lost all chance by going over the line too soon, and by returning to make a new start sacrificed her position as well as seven minutes of time. That in ordinary conditions she was well matched with *Iverna* appeared very plainly in the Town Cup, where she led *Iverna* by five minutes, but had to relinquish the prize to the *Queen Mab*, the fine forty-rater of that year, which received over twenty minutes. In the fourth race for the Club Cup she again started scratch and finished well ahead of a large entry of yachts of all rigs, but the cup went to the third in, Lord Dunraven's *L'Esperance*.

The visit of the German Emperor naturally added much to the distinction of the social season at Cowes in 1892. His Majesty had already displayed much interest in yachting, and shortly after his acquisition of the *Meteor* in 1891 had placed

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H. I. M. William II. German Emperor.

himself at the head of the sport in Germany by graciously assuming the post of Commodore of the Imperial Yacht Club, which was formed in that year upon the dissolution of the Navy Regatta Society. He at the same time gave his permission to H.R.H. Prince Henry of Prussia to assume the post of Vice-Commodore of the club.

How yachting in Germany has prospered under His Majesty's patronage is clear from some statistics of the Imperial Yacht Club which have been courteously placed at our disposal. In 1891 the members of that body numbered 458; to-day there are 1,599 members. Steam yachts on the list have increased from 4 to 24, sailing yachts from 37 to 165. The expenditure has increased from 375,353 marks to 4,111,709 marks, and the estimated value of the club's property and fleet from 780,000 marks to 11,423,421 marks.

The possession of a series of fine vessels has shown His Majesty's increasing interest in the sport. In 1895 he caused to be built at the Germania Wharf at Kiel, from the designs of Mr. G. L. Watson, the twenty-rater *Vineta*. In the following year Messrs. Henderson, of Glasgow, launched *Meteor II.* for the Emperor, also from the designs of Mr. Watson. In 1898 His Majesty purchased the American schooner *Yampa*, which he rechristened the *Iduna*. In the present year (1902) Messrs. Townshend and Downey, of New York, built, from the designs of Messrs. Cary Smith and Barbey, the schooner *Meteor III.*, which was recently christened by Miss Roosevelt, the daughter of the President of the United States, in circumstances of much interest.

Of these vessels, *Meteor I.* and *Meteor II.* have passed into the Imperial Navy by His Majesty's gift, under the names of *Comet* and *Orion* respectively. The *Vineta* the Emperor gave to the Grand Duke Ferdinand of Schleswig-Holstein Sonderburg Glücksburg in 1896.

We may, perhaps, add that the Commodore's Fund for the benefit of Shipwrecked Mariners and their Families owed its origin, in 1898, to the Emperor's incentive.

English yachtsmen are no less indebted to His Majesty for continuous patronage and encouragement. The Squadron has been honoured since 1893 with a set of prizes which have produced most excellent racing. From 1893 to 1897 the finest vessels on the list competed for the Emperor's Challenge Shield, which was won four times out of five by *Britannia*. Since 1895 the Emperor's Cup with its four prizes has produced some of the best racing in the Solent. The Jubilee Cup of 1897, from Dover to Heligoland, was the first of a series of valuable prizes open to all yachtsmen, and since that year the Heligoland Cup has been regarded as among the most coveted trophies of each succeeding season.

The year 1893 will always be memorable for the appearance of the Prince of Wales as the owner of one of the very finest racing yachts ever built, the *Britannia* cutter, rated at 151, a boat which, as we shall see, more or less dominated the sport for the next few years. Lord Dunraven also brought to the Solent the new *Valkyrie II.* (148), which Mr. Watson had built for him with which to challenge the New York Club for the America Cup. Additional interest was excited by the arrival of *Navahoe*, an American cutter sent over to try and retake the Brenton Reef Cup, which had been brought to England by Sir Richard Sutton's *Genesta* in 1885. *Meteor* was also present, and although she started only twice, added much to the promise of the racing of the year.

Valkyrie, *Britannia*, and *Meteor* all met in the race for the Queen's Cup, and there followed a contest which was a little clouded by a misunderstanding which arose out of the ambiguity of the sailing directions issued by the Committee. There had been a slight alteration in the Queen's course made to avoid going round the Brambles, where was shallow water unsuitable to the size of the yachts entered. *Valkyrie* finished two minutes ahead of *Britannia* and fifteen minutes before *Meteor*, but the latter vessel protested against the cup going to Lord Dunraven on the ground that the *Valkyrie* had rounded the Nab on the wrong hand. The claim was

[*Photo. West and Son.*

"BRITANNIA"

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allowed, and the Queen's Cup of 1893 went accordingly to the *Meteor.*

Britannia, *Valkyrie*, and the American *Navahoe* met in the Royal London Regatta on July 31st, when *Britannia* led *Valkyrie* at the finish by sixteen minutes, and *Navahoe* by seventeen, *Satanita*, another fast cutter of the year, being two minutes later. On August 2nd *Britannia* beat *Satanita* by forty-six minutes on a hundred-and-twenty-mile course round the Shambles for a challenge cup given by the German Emperor. In the Town Cup *Britannia* was not present, but *Satanita* led *Valkyrie* by nine minutes, *Navahoe* being disabled by the springing of her mast.

In the cross-Channel match for the Brenton Reef Cup *Britannia* led *Navahoe* home, but the *Navahoe* claimed and secured the cup on the ground that the mark-boat had not been properly placed and that she had been prejudiced in consequence. There was some grumbling at this second mistake of the Committee which made such a claim possible.

The conclusion as to the merits of these fine boats on the form shown in British waters was that *Britannia* was the pick of the English fleet. On the season's racing she took thirty-three prizes out of forty-three starts. *Valkyrie*, too, had a fine record, with eighteen wins out of twenty-four starts to her credit. Both she and *Britannia* were the fastest in moderate weather, but *Satanita*, built by Soper, was perhaps faster in heavy weather than either. *Navahoe* was not a success on the whole, and *Meteor* only started twice, but was certainly no match for the new cutters.

The year 1894 continued the tale of *Britannia's* success. She appeared to great advantage in a series of contests with the *Vigilant*, the American defender which had beaten *Valkyrie II.* in the races for the America Cup in the previous autumn. All yachtsmen remember the disastrous opening of the season of 1894, when on July 5th the *Satanita* sank the *Valkyrie* at the Clyde regatta, and so deprived those interested of an opportunity of comparing the merits of the two vessels

in English waters. In the circumstances English yachting was represented chiefly by the *Britannia*. She met the *Vigilant* seventeen times, and beat her twelve; and it was generally recognised that *Britannia* was the best boat in all but the heaviest weather. Her record for the year was again a very fine one. She started in forty-two races, and won thirty-one prizes, twenty-nine being first prizes.

In the Solent races *Britannia* was, of course, very prominent. She finished first in the Queen's Cup, but was disqualified for getting over the line too soon, and the prize went to the forty-rater *Carina*, which saved her time from the *Meteor*, which finished second. In the Town Cup *Britannia* beat *Vigilant* by six minutes, and by beating the *Viking* in the race for the German Emperor's Challenge Shield round the Shambles by two and a half hours, that trophy became the property of her owner.

In 1895 there were notable additions to the large cutters in Lord Dunraven's third *Valkyrie* and Mr. A. B. Walker's *Ailsa*, but *Britannia's* supremacy was not shaken. She unfortunately was allowed a walk over for the Queen's Cup, *Meteor*, *Hester*, *Carina*, and *Verena* being unsatisfied with the conditions of the club handicap, which gave allowances of from seventeen to eighty minutes. In the Town Cup she was beaten by *Ailsa* by five minutes, but in the race for the Emperor's Challenge Shield she reversed this decision by beating *Ailsa* in a strong breeze by four minutes.

Much interest was added to the racing of the season of 1896 by the appearance of the German Emperor's new cutter, the second *Meteor*, in which vessel, perhaps, the *Britannia* at last met her match. Under the new rules of linear rating, which came into force this year, she measured 101 feet, *Britannia* coming out at 96. The *Meteor* had a very successful season in British waters under the direction of the Earl of Lonsdale. She started scratch in the Queen's Cup and finished a minute and fifteen seconds ahead of *Britannia*, to whom she allowed fifteen minutes, the cup, however, going to *Mohawk*, a 65-foot boat, which received no less than eighty minutes from the scratch

"SATANITA," "ISOLDE," "AILSA," "CORSAIR," "METEOR"

[*Photo. West and Son.*

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vessel. *Britannia* was most ably sailed in this race, and outmanœuvred the *Meteor;* and it was generally acknowledged that she might have taken the cup, but for paying too much attention to her big opponent and ignoring the danger from the smaller boats. *Ailsa* took the Town Cup from *Britannia,* and also beat her and *Satanita* in a race round the island for a cup given by the Emperor for the large ratings. *Meteor* had a very successful season, taking seventeen prizes out of twenty-two starts. Her success, however, was much spoiled for her owner by the distressing accident in which she fouled the fifty-two-footer *Isolde,* killing the owner, Baron von Zednitz, who was on board.

The Queen's Cup of 1897 was won by *Britannia,* who saved her time from *Meteor;* that of 1898 by *Rainbow,* the new schooner of Mr. C. L. Orr-Ewing; in 1899 both Queen's and Town Cups fell to the *Meteor,* which under her new rig as a yawl seemed almost invincible, though she was often hardly used by the handicappers; and in 1900 the trophy fell to the *Satanita.* The Town Cups, during the same years, fell in 1897 to *Isolde,* in 1898 to *Bona,* in 1899, as we have said, to *Meteor,* and in 1900 to *Sybarita.*

In a former chapter we saw how the victory of the *America* schooner, in 1851, had resulted in a cup given by the Royal Yacht Squadron finding its way to America, where, by the gift of its winners, it became the property of the New York Yacht Club. This location of the trophy seems to have excited little interest for nearly twenty years, but during the last thirty years of the nineteenth century there arose an emulation for its possession, which seems out of all proportion to its importance or to the circumstances in which it first went to America. The Squadron, as the original donors of the cup and as the sponsors for some of the yachtsmen who have since contended for it, may claim a modest share in its history, and a very brief reference to the contests which it has excited across the Atlantic may not be out of place here.

The first of those matches took place in 1870, when Mr.

Ashbury took over his schooner *Cambria* to sail a race for the cup then offered as a challenge cup by the New York Club. The conditions of the race seem to have admitted all rigs and tonnages without any time allowance; in any case, the *Cambria* met a fleet of twenty-three American yachts, and finished thirty-nine minutes after the first of these—the *Magic*, a centre-board schooner. Mr. Ashbury protested against the conditions, but in vain, the club contending that as the *America* won the cup against a whole fleet of English yachts, it was only fair that it should be defended by the entire American fleet. In this match the start was from anchor, and the *Cambria* threw away whatever chance she might have had by consuming nearly twenty minutes in getting under way.

In the following year, 1871, Mr. Ashbury, under the auspices of the Royal Harwich Yacht Club, returned to the contest with the *Livonia*, a schooner built by Michael Ratsey, at Cowes, and measuring 264 tons. The conditions of the match had been modified by the club, and included seven races, the winner of the majority to take the cup. The Americans were represented by a single vessel in each race, but they had the privilege of changing their vessel as often as they chose. In the first three races the *Columbia* schooner defended the cup. On October 16th she beat the *Livonia* by twenty-five minutes over the New York Yacht Club course. On October 18th *Columbia* finished first by ten minutes twenty-three seconds in a twenty-mile beat to windward from Sandy Hook and return. Mr. Ashbury unsuccessfully claimed the race on the ground that *Columbia* had rounded the stake boat contrary to regulations by tacking on the port hand, which brought her out to windward of the *Livonia*, who had jibed round on the starboard hand.

In the third race *Dauntless* was chosen to defend, but lost her headgear in being towed to the start, and *Columbia* came to the post at the last minute. *Livonia* won by fifteen minutes ten seconds. The defeat was ascribed by the American papers to the fact that the crew of the *Columbia*, not expecting to be

[*Photo. West and Son.*

"RAINBOW"

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called upon to race their boat, began to celebrate the occasion quite early in the day, and were under the genial influence of strong waters before the race began.

On October 21st and 23rd the Americans, represented by the *Sappho*, beat the *Livonia* by thirty and twenty-five minutes respectively.

Mr. Ashbury appeared at the line on two subsequent days, but was not met by any American yacht. He claimed the second race on the ground that *Columbia* had disqualified herself; the third was admittedly his, and he claimed the two last by virtue of the non-appearance of a defender. The cup, however, remained in America.

In 1876 a Canadian gentleman, Captain Cuthbert, challenged for the cup, under the auspices of the Royal Canadian Yacht Club, with the schooner *Countess of Dufferin*. He was thought to have a good chance, especially as the conditions now permitted of only one boat sailing as defender, the schooner *Madeleine*, which, however, beat the Canadian by eleven and twenty-seven minutes respectively.

In 1881 Captain Cuthbert again challenged as a member of the Bay of Quinte Yacht Club with the *Atalanta* cutter. She was met by the *Mischief* cutter, who defeated her by twenty-seven minutes and forty minutes in two races.

This race led to the return of the cup by the club to the survivors of the original donors, in order that it might be restored to them under a new deed of gift containing new conditions. One of these conditions was that no boat could challenge a second time within two years. American writers explain this proceeding by suggesting that the Committee were weary of Captain Cuthbert's challenges with inferior boats, which led to no sport.

In 1885 Sir Richard Sutton challenged, as a member of the Squadron, with the *Genesta*, and the cup was defended by *Puritan*, a broad-beamed, shallow-draught, centreboard cutter. In the first race *Puritan* fouled *Genesta*, but Sir Richard refused to claim a walk over, and in the two following races

Puritan won by sixteen minutes and one minute thirty-eight seconds.

In 1886 Lieutenant W. Henn challenged, as a member of the Royal Northern Yacht Club, with the *Galatea*, but was beaten by the *Mayflower* by twelve and nineteen minutes in the two necessary races.

In 1887 appeared the *Thistle* of Mr. James Bell, of the Royal Clyde Yacht Club. She was duly defeated by the *Volunteer* by twelve and nineteen minutes respectively.

In all these races the cup appears to have been in little danger, but the time seemed ripe to the New York Yacht Club again to return their cup to a single survivor of the original donors, Mr. George S. Schuyler, who restored it to them with another deed of gift, which must have removed any lingering fears they may have entertained for its safety. We may note some of the provisions of this document, not in any spirit of criticism, because the club was clearly entitled to do what it would with its own, but only to demonstrate what diversity of opinion may prevail among different communities of yachtsmen as to what are fair conditions as between challenger and challenged.

Among many other provisoes of less note in this deed of gift dated October 28th, 1887, were the following :—

An arbitrary limit of waterline was fixed which might not be exceeded by either boat, but centreboards were allowed of any depth, and were not penalised or limited in any way.

Ten months' notice of the chief dimensions of any challenger was required, and the challenger must in all cases sail on its own bottom to the scene of the race.

The defending club need not name its boat until the start, and no time allowances for different measurements were to be entertained.

We have only to recall the conditions of the race of 1851, where, as we know, every possible allowance was made to the *America*, and every objection waived which might diminish her chance of winning, to appreciate the real humour of this

[*Photo. West and Son.*

"VIGILANT" AT COWES

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amazing document.* It need hardly be said that under its provisions no race was possible. In reply to an attempt on the part of Lord Dunraven to arrange a match in 1889, the New York Club further announced that if the cup was won by a challenger, it must be held thereafter under the full terms of "the New Deed of Gift of said cup, dated October 28th, 1887." So that the conditions established by the deed were to be perpetuated in the very improbable event of a challenger appearing able to prevail against a defender protected by such restrictions. In 1892, however, wiser counsels prevailed in New York, and as the result of further negotiations the deed was modified. Length of load waterline was the only dimension insisted upon at a notice of ten months, and any excess beyond two per cent. of the named dimension was to count double in measurement. Finally time allowance for tonnage as used by the New York Yacht Club was adopted. We may mention that Lord Dunraven challenged as a member of the Squadron, and that a committee, consisting of the Flag officers of the Squadron, with Sir Charles Hall and Mr. Justice Gainsford Bruce, was appointed to consider any matters with regard to present and future challenges.

Although these conditions did not appear to favour the challenger unduly, they at least produced a race. In 1893 Lord Dunraven's *Valkyrie II.* met the *Vigilant* in three races, and was beaten in the first by 5 min. 48 secs., in the second by 10 min. 35 secs., and in the third by 40 secs. This was a fair beating, and we must all regret that the unfortunate sinking of the *Valkyrie* in the following summer prevented a comparison of the two vessels in British waters, and after the

* That humour has certainly appealed to the American philosopher, whose opinions on international yachting we venture to collate with our abstract of the New Deed of Gift:—

"In thim days it was 'Up with the mainsail and out with the jib.' . . . Now it is 'Ho for a yacht race! lave us go and see our lawyers.' 'Tis 'Haul away on the writ of *ne exeat*,' and 'Let go the peak *capias*'; 'tis 'Pipe all hands to the Supreme Court'; 'tis 'A Life on the boundin' docket, and a Home on the rollin' Calendar.' Before we die he'll come over for that Cup again, and we'll bate him by gettingout an overnight injunction. Yachtin' is a gentleman's spoort, and in dalin' with gentlemen, ye can't be too careful."—*Mr. Dooley's Opinions*, 71 *et seq.*

Vigilant had herself made the voyage across the Atlantic. As we have seen, she certainly met her match in *Britannia*. Lord Dunraven again challenged, in 1895, with *Valkyrie III.* She was beaten by *Defender* in the first race by 8 min. 49 secs.; in the second race she finished 48 secs. ahead, but lost the race on a protest from *Defender*. In the third race, as will be remembered, Lord Dunraven came to the line to give *Defender* a start, but withdrew immediately from all further contest on the ground that the crowded state of the course made all fair racing impossible.

The struggle for the Cup entered a new phase with the departure of Sir Thomas Lipton's *Shamrock I.* for New York, in 1899. She was beaten handsomely by the defender *Columbia* in three races by 5 min. 17 secs., 10 min. 14 secs., and a walk over, after a series of starts in calm weather, which prolonged the contest until most of its interest had evaporated. The races between *Shamrock II.* and *Columbia*, in 1901, are well within recollection. In the first race *Columbia* won by 1 min. 20 secs.; in the second by 3 min. 35 secs., including her time allowance of 43 secs.; in the last race *Shamrock* finished ahead by 2 secs., but lost by 41 secs. owed to her opponent.

The domestic records of the Squadron during the last years of the century disclose constant efforts on the part of the committees to improve their habitation and its surroundings, and continuous struggles to raise the funds which expenditure on such objects involved. In 1882 the Committee was empowered to borrow the sum of £6,000 for the purpose of extinguishing certain charges which remained from the period of the removal from the old club-house to the Castle, and of enabling them to undertake the construction of the new landing-stage. These two payments amounted in round numbers to £2,500 and £3,500 respectively. Two years later the financial position of the club was again under the consideration of the members in general meeting, when it was resolved to make a large increase in the amount of the entrance fee. The various subscriptions

"VALKYRIE III." CROSSING THE ATLANTIC

FROM THE PAINTING BY THE CHEVALIER DE MARTINO AT THE R.Y.S. CASTLE

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and entrance fees at different periods may perhaps be recorded here as details of some interest. The club began its career in 1815 with a subscription of £2 2*s*. In 1818 an annual subscription was abolished and an entrance fee of £3 3*s*. imposed, but in the following year the entrance fee was abolished, and a subscription of £2 renewed. In 1824 this was raised to £5 annually. In 1826 the subscription was again raised to £8 annually, with a £10 entrance fee. In 1832 this entrance fee was raised to £15, the subscription resting at £8. In 1846 a sum of £25 was imposed to include the entrance fee and first year's subscription of £8. In 1856 the subscription was raised to £10, and in 1875 to £11, £25 being still paid for entrance and first year's subscription. In 1885 the entrance fee, with first year's subscription, was raised to £100, on the proposition of General Owen Williams.

In 1891 a Finance Committee, consisting of Lord Colville of Culross, Sir Henry Edwardes, Sir William Mackinnon, Lord Dorchester, and Major Shuttleworth, inquired into the position of the club, and made a report which showed that the average number of paying members during the previous ten years had been two hundred and twenty-seven, and that it was most desirable that the number should be increased to two hundred and fifty, in order to meet current expenses and enable the Committee to extinguish the existing debt. In the same year the public spirit of the members we have alluded to already resulted in the acquisition of a valuable piece of ground which was added to the lawn as the freehold of the club, and in the handing over of a balance of some hundreds to the funds of the club.

In 1898 another spirited effort on the part of private members resulted in the raising of £4,281 by subscription towards the extinction of a debt of some £5,000. This result from one point of view was, of course, most satisfactory, but the burden of raising that sum would certainly have been more fairly distributed if the debt had been automatically extinguished by a slight increase in the number of annual elections, as had been

recommended by the Committee of 1891. That point received careful consideration at a general meeting in June of 1900. There the Commodore, who presided, expressed a strong opinion that the regulations of the ballots required alteration in the interests of the Club itself. His Royal Highness pointed out that, in a period of twelve years, out of two hundred and seven names up for election only one hundred and twelve were elected, and he proposed that ballots should be taken out of the hands of the general meetings and the power of election vested in those of a committee. This is really the destiny of most clubs; White's and Brooks's, to name two notable and venerable societies, were both saved from extinction during the savage blackballing of the Dandy period by a similar enactment. The proposal, however, failed to commend itself to the meeting, and an alternative proposal was made by the Commodore that one black ball in five, instead of one in ten as hitherto, should be necessary to exclude a candidate. This last resolution was adopted at the May meeting following, at which meetings rules can alone be altered.

We may mention that the good fortune of the Squadron in the help of a long line of able secretaries was sustained by the appointment of Mr. T. H. S. Pasley, R.N., to the post on the retirement of Mr. Richard Grant in 1898. In 1894 the death of Sir Oswald Brierley deprived the Squadron of its marine painter, and his duties were most adequately continued by that eminent artist the Chevalier de Martino.

We have reached the limit of our undertaking, which comes to a natural close with the last year of the nineteenth century. We have traced the fortunes of the Royal Yacht Squadron through eighty-five years of that century, during sixty-three of which the club had the inestimable privilege of the gracious patronage and ever-thoughtful consideration of the great Queen, whose people were deprived of her devoted and watchful care but a month later. The small communities of islanders and yachtsmen, whose interests have mainly occupied us, were, as we have seen, privileged to share the joys and griefs of that

[*Photo. West and Son.*

"BRITANNIA"

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career in a special degree, and there was surely no spot in her wide empire where the grief of her people was more profound than at Cowes, or where it found such solemn expression. To all who were present the 1st of February, 1901, must be an enduring memory; the beginning of that last journey from Osborne; the train of veiled and mourning princesses; the last voyage across the Solent between those lines of mighty war-vessels; the martial music, the thunder of the guns, the setting sun. What fitter words to record the last solemn obsequies than those sacred verses which her people sang in the churches of her country at the moment when her son and her servants bade adieu to her for ever?

"And the King said to all the people that were with him, Rend your clothes and gird you with sackcloth, and mourn. And the King himself followed the bier. And they buried her, and the King lifted up his voice and wept at the grave; and all the people wept."

But human affairs, as we know, are a record of loss and gain. The grief of her people during those sorrowful weeks has been softened by the remembrance of the perfect fulfilment of the early promise of that career, and by their thankful recognition of its best traditions in that of her successor, and even as we conclude our task, the Empire is rejoicing in the lifting of that heavy load of sorrow which fell upon it with the imminent danger of its Sovereign. It may perhaps be permitted to say so much in a volume dedicated, by his gracious permission, to the Admiral of the Royal Yacht Squadron, His Majesty King Edward the Seventh, whom may God preserve!

THE END

LIST OF MEMBERS

OF THE

ROYAL YACHT SQUADRON

AND THEIR YACHTS

1815–1901

At a Meeting
held
at the Thatched House, in London,
the 1st of June, 1815,
of the Members of The Yacht Club,

The Right Honble. Lord Grantham in the Chair,
the following resolutions were entered into :—

First : That the Club be called, The Yacht Club.

Second : That the following persons are the Original Members of the Club :—

Ashbrook, Viscount.
Aylmer, Charles, Esqre.
Baring, William, Esqre.
Belmore, The Earl of.
Berkeley, Capt. Frederick.
Blachford, P. B., Esqre.
Buckingham, The Marquis of.
Cawdor, The Rt. Hon. Lord.
Challen, S., Esqre.
Craven, The Earl of.
Curtis, Sir William, Bart.
Deerhurst, Viscount.
Fazackerley, J. N., Esqre.
Fitzharris, Viscount.
Fitz Gerald, John, Esqre.
Grantham, The Rt. Hon. Lord.
Grant, Charles, Esq.
Hallifax, Thomas, Esqre.
Hare, The Hon. William.
Herbert, Henry Ar., Esqre.
Hippesley, Sir J. C., Bart.
Kirkwall, Viscount.
Lewin, Thomas, Esqre.
Lindegren, John, Esqre.
Lloyd (of Marle), Esqre.
North, The Revd. Chas. A.
Nugent, The Rt. Hon. Lord.
Pelham, The Hon. Chas. A.
Ponsonby, The Rt. Hon. Lord.
Puleston, Sir Richard, Bart.
Scott, Harry, Esqre.
Shedden, Colonel.
Smith, Thos. A., Junr., Esqre.
Thomas, Sir George, Bart.
Thomond, The Marquis of.
Uxbridge, The Earl of.
Wardle, Baylis, Esqre.
Webster, Sir Godfrey, Bart.
Weld, Joseph, Esqre.
Weld, James, Esqre.
Whatley, Colonel.
Williams, Owen, Esqre.

THE ROYAL YACHT SQUADRON

Original Members in this list are marked with an asterisk (*).
† Elected after the year's list was printed. O.M., Original Member.
The following abbreviations have been employed throughout the work :—

Cut., Cutter	Sch., Schooner	S.Sch., Screw Schooner	SS., Steamship
Ywl., Yawl	Tps.Sch., Topsail Schooner	Lug., Lugger	Brigne., Brigantine

(Many of the lists were printed just after the May elections, and before the later elections in the year. Some members would, therefore, not come on the list until the following May. In the meantime some of them have disposed of their vessels, which never appear on the official list, and are only to be found in the minute-books at the time of their election.)

First Year on R.Y.S. List.	Yacht on List.	Members.	Yacht off List.	Last Year on R.Y.S. List.
		ROYAL MEMBERS.		
1820		H.M. KING GEORGE IV.		1830
1817		As H.R.H. The Prince Regent.		1820
1830		H.M. KING WILLIAM IV.		1837
1817		As H.R.H. The Duke of Clarence, Lord High Admiral of England from 1827 to 1829.		
		Admiralty Yacht	1828	
1817		H.R.H. THE DUKE OF GLOUCESTER.		1834
1838		H.M. QUEEN VICTORIA.		1901
1841		H.R.H. PRINCE ALBERT. Prince Consort.		1862
1847		H.I.M. NICHOLAS I., EMPEROR OF RUSSIA.		1854
	1847	Queen Victoria, Sch. 257	1854	
1849		H.R.H. PRINCE LOUIS DE BOURBON. Comte de Aquila.		1900
	1849	Menai, Sch. 175	1900	
1850		H.I.H. THE GRAND DUKE CONSTANTINE.		
	1850	Volna, Sch. 71	1888	
1852		H.M. WILLIAM III., KING OF THE NETHERLANDS.		1890
1858		H.M. NAPOLEON III., EMPEROR OF THE FRENCH.		1872
	1859	Eugenie, SS.	1872	

First Year on R.Y.S. List.	Yacht on List.	Members.	Port of Registry.	Yacht off List.	Last Year on R.Y.S. List.
		HIS MAJESTY THE KING.			Whom may God preserve !
1863		As H.R.H. The Prince of Wales, K.G.			
	1866	Dagmar, Cut. 37	Wivenhoe	1869	
	1869	Princess, SS. 40		1871	
	1872	Zenobia, SS. 38		1873	
	1876	Hildegarde, Sch. 205	Portsmouth	1879	
	1880	Formosa, Cut. 103	Cowes	1881	
	1882	Aline, Sch. 210	,,	1895	
	1894	Britannia, Cut. 220	,,	1897	
	1899	Britannia, Cut. 221	,,	1900	
1901		As His Majesty the King.			
	1902	Britannia, Cut. 221	,,		
		His Majesty was Commodore of R.Y.S. from 1882 till his Accession, when he assumed the title of Admiral of the Royal Yacht Squadron, and the Marquis of Ormonde became Commodore.			
1866		Admiral of the Fleet, H.R.H. THE DUKE OF SAXE-COBURG-GOTHA, K.G. (Duke of Edinburgh).			1900
	1866	As Duke of Edinburgh, K.G. Viking, Sch. 142	Cowes	1872	
1873		H.R.H. THE DUKE OF CONNAUGHT, K.G.			
	1873	Alix, Ywl. 90	Portsmouth	1875	
1881		H.R.H. PRINCE HENRI DE BOURBON. Comte de Bardi.			1899
	1881	Aldegonda, Ywl. 63		1881	
	1882	Aldegonda, Sch. 232		1885	
	1882	Snowdrop, Ywl. 63		1883	
	1892	Fleur de Lys, SS. 328		1895	
1884		H.M. OSCAR II., KING OF SWEDEN AND NORWAY, K.G.			
1889		H.I.M. WILLIAM II., GERMAN EMPEROR AND KING OF PRUSSIA, K.G.			
	1891	Meteor, Cut. 170		1896	
	1896	Meteor, Cut. 236		1898	
	1899	Meteor, Ywl. 236			
1889		H.R.H. PRINCE HENRY OF PRUSSIA, K.G.			
	1891	Irene, Cut. 40		1895	
	1896	L'Espérance, Cut. 77			
1889		H.R.H. PRINCE HENRY OF BATTENBERG, K.G.			1895
	1889	Sheila, Ywl. 62	Cowes	1890	
	1891	Sheila, Sch. 166	,,	1895	

First Year on R.Y.S. List.	Yacht on List.	Members.	Yacht off List.	Last Year on R.Y.S. List.
1895		H.R.H. THE GRAND DUKE OF MECKLENBURG-SCHWERIN.		1897
	1895	Aranella, Cut. 31	1897	
1896		PRINCE IBRAHIM HALIM PACHA.		
	1896	Aline, Sch. 216	1902	
1898		H.M. THE KING OF THE BELGIANS.		
	1899	Margarita, SS. 1,322	1899	
	1900	Alberta (ex Margarita), SS. 1,322		
1898		H.R.H. THE DUKE OF ABRUZZI.		
	1898	Bona, Cut. 122	1899	
		ADMIRAL.		
1901		HIS MAJESTY THE KING, EDWARD VII.		Whom may God preserve !
		COMMODORES.		
1825		THE EARL OF YARBOROUGH.		1846
1847		THE MARQUIS OF DONEGALL.		1848
1849		THE EARL OF WILTON, G.C.H.		1881
1882		H.R.H. THE PRINCE OF WALES, K.G.		1901
1901		THE MARQUIS OF ORMONDE, K.P.		
		VICE-COMMODORES.		
1827		THE EARL OF BELFAST, M.P.,		1844
1845		AFTERWARDS AS THE MARQUIS OF DONEGALL.		1846
1847		SIR BELLINGHAM GRAHAM, Bart.		1850
1851		C. R. M. TALBOT, Esq., M.P.		1861
1862		THE MARQUIS OF CONYNGHAM, K.P., G.C.H.		1875
1876		THE MARQUIS OF LONDONDERRY, K.P.		1884
1885		THE MARQUIS OF ORMONDE, K.P.		1901
1901		THE DUKE OF LEEDS.		

Elected.	First Year on R.Y.S. List.	Yacht on List.	Members.	Port of Registry.	Yacht off List.	Last Year on R.Y.S. List.
Aug., 1895	†1896		ABERCORN, 2nd Duke of, K.G.			
		1896	Lohengrin, Ywl. 61	Cowes	1897	
July, 1848			ABERDOUR, Lord.			
			See 20th Earl of Morton.			
July, 1861			ABERDOUR, Lord.			
			See 21st Earl of Morton.			
May, 1829	1829		ACKERS, George, Esq.			1836
		1829	Arrow, Cut. 84	Southampton	1834	
May, 1837	1837		ACKERS, George Holland, Esq.			1871
		1837	Dolphin, Sch. 217		1840	
		1839	Brilliant, Sch. 393	Southampton	1862	
		1869	Rose Diamond, SS. 37	,,	1863	
		1864	Brilliant, SS. 420	,,	1871	
July, 1834	†1835		ACLAND, Sir T. D., 10th Bart.			1848
		1835	Lady of St. Kilda, Sch. 136	Dartmouth	1840	
July, 1858	1858		ADEANE, H. J., Esq., M.P.			1869
		1858	Leda, Sch. 137	Cowes	1861	
May, 1831	†1832		ADDERLEY, Capt. Arden, R.N.			1832
			Julia, Cut. 42			
	1835		ADMIRALTY, First Lord of.			
		1835	(*Ex-Officio.*)			
			Admiralty yacht			
Aug., 1847	†1848		AILSA, 2nd Marquis of.			1869
		1848	Caiman, Sch. 76		1855	
		1856	Kittiwake, Sch. 285	Ayr	1859	
		1860	Weerit, Cut. 50	Lymington	1860	
July, 1870	†1871		AILSA, 3rd Marquis of.			
		1871	Lady Evelyn, Sch. 140	Glasgow	1878	
		1871	Foxhound, Cut. 35	Ayr	1873	
		1874	Bloodhound, Cut. 40	,,	1880	
		1878	Marchesa, S.Sch. 405	,,	1880	
		1881	Sleuthhound, Cut. 40	,,	1884	
		1881	Titania, SS. 300	Leith	1890	
		1881	Adeona, Sch. 166	Cowes	1881	
Sept., 1868	†1869		ALBEMARLE, 7th Earl of.			1894
			As Viscount Bury, K.C.M.G., M.P.			
		1869	Diana, Sch. 82	Portsmouth	1872	
May, 1895	†1896		ALBEMARLE, 8th Earl of, M.V.O.			
		1896	Morgiana, Ywl. 119	Greenock	1897	
Aug., 1823	1823		ALLEN, Thomas, Esq.			1841
		1823	Erin, Sch. 94	Lynn	1841	

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Aug., 1850	†1851		ALLEN, Jas. V., Esq.			1851
		1851	Eagle, Sch. 60	Cowes	1851	
July, 1844	1844		ALEXANDER, Nathl., Esq., M.P.			1850
		1844	Curlew, Sch. 46		1844	
		1845	Eudora, Cut. 59	Cowes	1848	
July, 1853	†1854		ALEXANDER, Caledon, Esq.			1884
		1854	Gulnare, Ywl. 31	Folkestone	1854	
May, 1875	1875		AMHERST OF HACKNEY, 1st Lord.			
			As W. A. T. Amherst, Esq.			
		1875	Dream, Ywl. 184	Portsmouth	1892	
		1883	Dream, Tps.Sch. 238	Southampton	1885	
			As Lord Amherst of Hackney.			
		1893	Dream, Ywl. 184	Portsmouth		
July, 1837	†1838		ANDERSON, John, Esq.			1841
			Twin, Cut. 35			
		1838	Giulia, Cut. 42	Southampton	1840	
May, 1858	1858		ANDERSON, Arthur, Esq.			1867
		1858	Norseman, SS. 200	Southampton	1858	
		1860	Thule, SS. 352	London	1862	
		1864	Eöthen, SS. 337	,,	1867	
May, 1893	†1894		ANDREWS, Hugh, Esq.			
		1894	Taurus, SS. 312	London	1897	
		1898	Taurus, SS. 546	,,	1899	
		1901	Taurus, SS. 769	,,		
	1815	O.M.	*ANGLESEY, 1st Marquis of.			1853
			As Earl of Uxbridge.			
		1815	Pearl, Cut. 113		1815	
		1815	Liberty, Cut. 42	Southampton	1815	
			As Marquis of Anglesey.			
		1816	Liberty, Cut. 42	,,	1827	
		1816	Pearl, Cut. 113	Colchester	1853	
May, 1884	1884		ANGLESEY, 4th Marquis of.			1898
		1884	Queen of the Isles, SS. 70	Carnarvon	1888	
		1886	Santa Cecilia, SS. 311	London	1891	
		1893	Star of the Sea, SS. 108	Greenock	1895	
		1895	Oimara, SS. 202	Glasgow	1898	
July, 1868	1868		ANNESLEY, 4th Earl.			1871
		1868	Christabel, Cut. 51	London	1871	
			ANNESLEY, 5th Earl.			
July, 1864	†1865		As Lieut.-Col. Hon. H. Annesley, M.P.			
		1865	Sybil, Cut. 45	Cowes	1873	
			As Earl Annesley.			
		1874	Sibyl, Sch. 100	Dartmouth	1879	
		1880	Seabird, Sch. 130.	Cowes		

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Aug., 1853			ANSON, Viscount, M.P.			
			See 2nd Earl of Lichfield.			
May, 1857	1857		ARABIN, Richard, Esq.			1865
		1857	Zouave, Sch. 105	Southampton	1861	
July, 1851	†1852		ARKWRIGHT, George, Esq., M.P.			1855
		1852	Frisk, Cut. 47	Cowes	1855	
May, 1863	1863		ARMYTAGE, Lieut.-Col. Henry.			1900
		1863	Coquette, Sch. 50	Cowes	1863	
1898			ARRAN, 6th Earl of.			
			As Viscount Sudley.			
		1898	Neiara, Cut. 29	Greenock	1898	
		1899	Susan, Cut. 68	Portsmouth	1899	
			As Earl of Arran.			
		1900	Celia, Cut. 64	Cowes	1900	
		1901	Dinsdale, Ketch 91	Liverpool		
Sept., 1863	†1864		ARTHUR, Col. Sir F., 2nd Bart.			1877
		1864	Aurora, Cut. 60	Cowes	1864	
	1815	O.M.	*ASHBROOK, 4th Viscount.			1847
			No yacht known			
May, 1870	†1871		ASHBROOK, 6th Viscount.			1882
			As Hon. H. Flower.			
		1871	Rainbow, Sch. 80	Southampton	1871	
			As Viscount Ashbrook.			
		1872	Rainbow, Sch. 80	Dartmouth	1873	
May, 1869	1869		ASHBURTON, 4th Lord.			1888
		1869	Helen, Tps. Sch. 283	Cowes	1870	
		1877	Sunrise, SS. 366	,,	1886	
Aug., 1892	1892		ASHBURTON, 5th Lord.			1867
		1892	Ladye Mabel, SS. 693	Cowes	1892	
		1894	Venetia, SS. 880	,,	1898	
July, 1863	†1864		ASHWORTH, F. C., Esq.			1888
		1864	Heroine, Sch. 83	Southampton	1865	
		1867	Sultana, Sch. 140	Cowes	1868	
July, 1846	1846		ASTLEY, F. D. P., Esq.			1867
		1846	Antelope, Cut. 90	Liverpool	1848	
		1855	Camilla, Sch. 147	Portsmouth	1861	
		1862	Victoria, SS. 40		1867	
		1866	Pleiad, Sch. 205	,,	1867	
	1815	O.M.	*AYLMER, Charles, Esq.			1820
		1816	Maria Ann, Cut. 34	Cowes	1818	
		1820	Flying Fish, Cut. 25	,,	1820	

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May, 1874	1874		AYLESFORD, 7TH EARL OF.		1884
		1874	Surprise, Sch. 209 . . Portsmouth	1875	
June, 1822	1822		BACON, ANTHONY, ESQ.		1830
		1822	Hussar, Sch. 120 . . . Beaumaris	1823	
May, 1877	1877		BACON, SIR HICKMAN, 11TH BART.		
		1877	Sirex, Ywl. 102 . . . Gainsboro'	1880	
July, 1836	†1837		BAGWELL, JOHN, ESQ.		1838
		1837	Corsair, Cut. 85 . . . . Cork	1838	
May, 1885	1885		BAINBRIDGE, REAR-ADMIRAL J. H.		1900
		1885	Satellite, Ywl. 69 . . . Sligo	1885	
		1886	Möina, Cut. 110 . . . Greenock	1894	
		1895	Matador, SS. 233. . . Glasgow	1900	
July, 1853	1853		BANGOR, 4TH VISCOUNT.		1881
			Kathleen, Cut. 32		
		1854	Lalla Rookh, Sch. 125 . Longford	1864	
		1865	Heloise, Sch. 138 . . . Poole	1881	
May, 1852	1852		BANNERMAN, SIR A., 9TH BART.		1876
		1852	Urania, Sch. 140 . . . . Cowes	1857	
		1859	Marina, Cut. 62	1860	
		1861	Gem, Sch. 155 . . . . ,,	1868	
Aug., 1893	†1894		BAIRD, DOUGLAS, ESQ.		
		1894	Hiawatha, SS. 529 . Southampton		
June, 1821	1821		BANTRY, 3RD EARL OF.		1883
			AS HON. WILLIAM WHITE.		
		1825	Margaret, Cut. 24 . . .	1826	
		1830	Ondine, Cut. 57 . . . Cowes	1836	
			AS HON. W. H. WHITE-HEDGES.		
		1844	Charlotte, Cut. 77 . . . ,,	1848	
			AS EARL OF BANTRY.		
		1870	Undine, Cut. 65 . . Southampton	1878	
	1815	O.M.	*BARING, WILLIAM, ESQ.		1818
		1815	Sylph, Cut. 52 . . . . Cowes	1816	
		1817	Iris, Cut. 60 . . . . ,,	1818	
May, 1853	1853		BARING, H. B., ESQ., M.P.		1868
		1853	Caprice, Ywl. 56 . . . Cowes	1855	
May, 1856	1856		BARING, LIEUT.-GEN. CHARLES.		1889
		1856	Caprice, Ywl. 56 . . . Cowes	1869	
		1887	Wildfire, SS. 65 . . . ,,	1889	
May, 1878			BARING, EDWARD, ESQ.		
			See 1ST LORD REVELSTOKE.		
May, 1892	1892		BARING, GODFREY, ESQ.		
		1892	Mohawk, Cut. 65 . . Southampton	1893	

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May, 1894	1894		BARING, The Hon. John. *See* 2nd Lord Revelstoke.		
July, 1831			BARRY, John Smith-, Esq. *See* John Smith-Barry, Esq.		
May, 1843	1843		BARWELL, Nathaniel, Esq.		1847
		1843	Owen Glendwr, Cut. 123 . . Cowes	1847	
May, 1850			BATESON, G. W. de Yarburgh, Esq. *See* 2nd Lord Deramore.		
Aug., 1852	†1853		BATH, 4th Marquis of.		1895
		1853	Lotus, Sch. 188 . . . Portsmouth	1854	
		1870	Tyne, Sch. 180 . . . . Cowes	1871	
Sept., 1867	1867		BATT, R., Esq.		1872
		1867	Eugenie, Sch. 92 . . . Lymington	1867	
		1868	Nukteris, Sch. 130 . . . Cowes	1868	
July, 1862	1862		BATTHYANY-STRATTMAN, Prince.		
			As Count Edmund Batthyany.		
		1862	Flying Cloud, Sch. 75 . Southampton	1872	
		1872	Kriemhilda, Cut. 105 . . . Cowes	1880	
May, 1859	1859		BAXENDALE, R. B., Esq.		1877
		1859	Cayman, Sch. 78 . . . London	1868	
May, 1834	1834		BAYLEY, Sir John, 2nd Bart.		1871
			As John Bayley, Esq.		
		1834	Nymph, Cut. 31 . . . . Dover	1841	
			As Sir John Bayley.		
		1842	Nymph, Cut. 31 . . . . Dover	1850	
		1851	Nymph, Cut. 45 . . . . ,,	1851	
		1852	Nymph, Cut. 51 . . . . ,,	1871	
May, 1890	†1891		BAYLY, Robert, Esq.		1900
		1891	Alkelda, Sch. 141 . . Portsmouth	1900	
July, 1832	1832		BEACH, W. H., Esq.		1856
		1832	Zephyr, Cut. 36 . . . . Cowes	1837	
		1839	Aurora, Cut. 40 . . . . ,,	1845	
July, 1838	1839		BEARDMORE, John, Esq.		1860
		1839	Harriet, Sch. 102 . . . . Cowes	1843	
		1844	Falcon, Cut. 60 . . . . ,,	1846	
Sept., 1844	1844		BEAUFORT, 7th Duke of.		1853
		1844	Intrepid, Cut. 55 . . . Portsmouth	1846	
		1847	Intrepid, Cut. 59 . . . ,,	1853	
May, 1833	1833		BEAUMONT, E. B., Esq.		1849
		1833	Zephyr, Cut. 55 . . . . Cowes	1833	
		1837	Wanderer, Sch. 141 . . . ,,	1837	

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Aug., 1837	†1838		BEAUMONT, T. W., Esq.		1848
		1838	Wanderer, Sch. 141 . . . Cowes	1839	
Aug., 1855	1855		BEAUMONT, W. B., Esq., M.P.		1856
		1855	Pleiad, SS. 265	1856	
May, 1844	1844		BEAVER, Hugh, Esq.		1862
		1844	Zoe, Cut. 35	1848	
July, 1856	†1857		BECHER, Sir Henry, 2nd Bart.		1893
		1857	Spider, Cut. 45	1860	
		1859	Magnolia, Sch. 103 . . . Cork	1860	
		1863	Fastnet, Cut. 65 . . . . Cowes	1877	
		1878	Susan, Cut. 62 . . . Portsmouth	1887	
May, 1900	1900		BECKETT, Rupert E., Esq.		
		1900	Cachalot, Ketch, 87 . . Brixham		
	1899		BECKETT, Wm. Gervase, Esq.		
		1899	Aphrodite, Sch. 225 . . . Cowes	1901	
May, 1881	1881		BEDFORD, 8th Duke of, K.G.		1890
		1881	Claymore, Sch. 130 . Southampton	1883	
		1882	Northumbria, SS. 424 . . Newcastle	1890	
Aug., 1825			BELFAST, Earl of. *See* Marquis of Donegall.		
	1815	O.M.	*BELMORE, 2nd Earl of.		1840
		1815	Osprey, Brig. 224 . . Killibegs	1818	
July, 1859	1859		BENNET, Philip, Esq.		1864
		1859	Waterkelpie, Cut. 50 . . London	1862	
May, 1834	1834		BENTINCK, George W. P., Esq., M.P.		1885
		1834	Zephyr, Cut. 55 . . . . Cowes	1838	
		1839	Corsair, Cut. 85 . . . . ,,	1839	
		1840	Dream, Cut. 100 . . . Portsmouth	1846	
		1847	Dream, Ywl. 124 . . . ,,	1854	
		1855	Dream, Ywl. 184 . . . ,,	1866	
		1868	Dream, Tps. Sch. 238 . . ,,	1882	
May, 1849	1849		BERESFORD, Lord William, 2nd Son of 2nd Marquis of Waterford. 1st Life Guards. d. 1850.		1850
		1849	Coral Queen, Sch. 117 . . Portsmouth	1850	
May, 1858	1858		BERNERS, John, Esq.		1885
		1858	Edith, Ywl. 79 . . . . Cowes	1858	
		1859	Egret, Sch. 80 . . . Ipswich	1885	
May, 1865	†1866		BERNERS, 6th and last Lord.		1870
		1866	Galatea, Sch. 243 . . . Cowes	1870	
May, 1887	†1888		BERNERS, Capt. Hugh.		1890
		1888	Egret, Sch. 83 . . Southampton	1890	

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Aug., 1900	†1901		BERTIE, Lieut.-Col. Hon. G. A. V.			
		1901	Dolphin, Ywl. 54	Cowes	1901	
Sept., 1826	1826		BEST, T. F., Esq.			1834
		1826	Georgiana, Cut. 36	Rochester	1834	
Aug., 1888	†1889		BIBBY, Frank, Esq.			
		1889	Jason, SS. 416	Barrow		
Aug., 1865	1866		BIRCH, Lieut.-Col. Charles.			1899
		1866	Maria, Sch. 83	Liverpool	1868	
Aug., 1872	1872		BIRKBECK, Sir Edward, 1st Bart. As Edward Birkbeck, Esq.			
		1872	Ione, Sch. 129	Colchester	1873	
May, 1842	1842		BLACKETT, John C., Esq.			1852
		1842	Albatross, Cut. 75	Cowes	1845	
May, 1865	†1866		Re-elected.			1895
		1866	Fox, Cut. 35	Cowes	1867	
		1868	Fox, Cut. 42	,,	1871	
		1872	Fox, Ywl. 42	,,	1876	
	1815	O.M.	*BLACKFORD, B. P., Esq.			1817
		1815	Sybil		1816	
July, 1844			BLANDFORD, Marquis of. *See* 7th Duke of Marlborough.			
May, 1863	1863		BLANSHARD, Richard, Esq.			1893
		1863	Ione, Sch. 129	Colchester	1869	
		1871	Haidee, Cut. 35	,,	1893	
May, 1834	1834		BLAYDES, H. M., Esq.			1835
		1834	Ariel, Sch., 38	Cowes	1835	
May, 1857	1857		BLOCK, S., Esq.			1864
		1857	Magic, Sch. 86		1863	
		1861	Shark, Sch. 175	Poole	1864	
May, 1876	1876		BLUNT, Lieut. R. C. T., R.N.			1891
		1876	Sheila, Ywl. 60	Southampton	1880	
		1885	Sheila, SS. 93	Glasgow	1885	
		1886	Esterel, SS. 93	,,	1887	
		1888	Matador, SS. 233	,,	1888	
June, 1821	1821		BOLAND, T., Esq. No yacht mentioned in minutes or lists.			1821
July, 1844	1844		BOOTH, Sir R. Gore, 4th Bart.			1855
		1844	Adelaide, Cut. 125	Sligo	1855	
May, 1867	1867		Re-elected.			1876
		1867	Zerana, Cut. 33	Kingstown	1872	
		1873	Zerana, Cut. 39	,,	1876	

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Aug., 1827	1827		BOWDLER, Charles, Esq.			1835
		1827	Eliza, Cut. 40	Portsmouth	1828	
		1829	Halcyon, Cut. 72	Cowes	1829	
		1830	Merlin, Cut. 82	,,	1831	
May, 1843	1843		BOWERS, Lieut.-Gen., C.B.			1870
		1843	Stormfinch, Cut. 63	Cowes	1853	
		1854	Stormfinch, Sch. 105	,,	1870	
Aug., 1891	†1892		BOWLBY, E. S., Esq.			
		1892	Chrysalis, SS. 201	Glasgow		
May, 1839	1839		BOYD, William Sprot, Esq.			1844
		1839	Young Queen, Sch. 90	Bombay	1840	
May, 1840	1840		BOYD, Benjamin, Esq.			1849
		1840	Wanderer, Sch. 141	London	1849	
May, 1873	1873		BOYLE, Capt. E. R.			
		1873	Fleur-de-Lys, Sch. 82	Colchester	1879	
		1894	Mena, SS. 54	Cowes	1895	
July, 1861	1861		BRADSHAW, Jas. Edw., Esq.			1887
		1861	Destiny, Sch., 140	Southampton	1864	
Aug., 1888	†1889		BRADSHAW, William, Esq.			
		1889	Medora, Sch. 169		1889	
		1892	Wild Rose, SS. 100	Bristol	1892	
Aug., 1821	1821		BRAMBER, Gustavus, Esq.			1821
			No yacht mentioned.			
May, 1853	1853		BRANDRETH, Charles, Esq.			1864
		1853	Pauline, Cut. 35		1854	
July, 1859	1859		BRASSEY, 1st Lord, K.C.B.			
			As Thomas Brassey, Esq., M.P.			
		1859	Albatross, Sch. 110	Liverpool	1863	
		1865	Meteor, SS. 112	,,	1869	
		1870	Meteor, SS. 119	,,	1871	
		1871	Eothen, SS. 345	Southampton	1872	
		1871	Muriel, Cut. 40	,,	1872	
		1874	Sunbeam, SS. 465	London	1880	
			As Sir Thomas Brassey, Bart., M.P.			
		1881	Sunbeam, SS. 465	London	1882	
		1883	Sunbeam, SS. 565	,,	1885	
			As Lord Brassey, K.C.B.			
		1886	Sunbeam, SS. 565	London		
		1891	Lorna, Ywl. 90	Portsmouth	1891	
		1893	Zarita, Ywl. 115	Greenock	1894	
Aug., 1879	†1880		BRASSEY, Albert, Esq., M.P.			
		1880	Czarina, S.Sch. 587	Portsmouth		

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May, 1893	†1894		BRAVE, 5TH LORD.			
		1894	Dog Star, Ywl. 89	Cowes	1899	
July, 1857	†1858		BREADALBANE, 2ND MARQUIS OF.			1862
		1858	Galley of Lorne, Sch. 280	Portsmouth	1862	
May, 1872	1872		BREADALBANE, 1ST MARQUIS, K.G. (New title, 1885.)			
			As EARL OF BREADALBANE.			
		1872	Stella, SS. 218	London	1873	
		1880	Helen, SS. 377	,,	1880	
		1881	Myrtle, SS. 377	,,	1882	
May, 1829	1829		BRETT, CHARLES, ESQ.			1877
		1829	Gem, Sch. 111	Cowes	1832	
		1840	Hawk, Sch. 31	Southampton	1843	
		1844	Whim, Cut. 49	Cowes	1846	
		1867	Otter, Cut. 30		1868	
		1869	Clutha, Cut. 90		1872	
May, 1883	1883		BREWSTER, R. A. F., ESQ., M.P.			1900
		1883	Geraldine, SS. 121	Dublin	1897	
Aug., 1877	1877		BRIDGMAN, ORLANDO, ESQ.			1887
		1877	Clytie, Sch. 64	Portsmouth	1881	
May, 1898	1898		BRIDGEMAN, CAPT. F. C. B., R.N.			
		1898	Susan, Cut. 68	Portsmouth	1898	
		1899	Aziola, Sch. 147	,,		
May, 1896	1896		BRITTEN, FORRESTER, ESQ.			
		1896	Falaise, SS. 70	Cowes	1898	
		1899	Falaise, SS. 194	Southampton		
			BROOKE, SIR JAMES, K.C.B.			
May, 1836	1836		As JAMES BROOKE, ESQ.			1859
		1836	Royalist, Sch. 142	London	1841	
	1849		As SIR JAMES BROOKE, K.C.B.			
		1849	Jolly Bachelor, Sch. 40	Sarawak	1859	
May, 1850	1850		BROWN, MAJOR H.			1863
		1850	Plover, Cut. 35	London	1852	
		1853	Plover, Ywl. 70	,,	1863	
May, 1877	1877		BROWN, SIR WILLIAM, 2ND BART.			
		1877	Lyra, Sch. 380	Portsmouth	1887	
		1888	Lyra, S.Sch. 534	,,		
May, 1852	1852		BROWN, JAMES, ESQ.			1876
		1852	Myrtle, Sch. 186	Portsmouth	1876	
Aug., 1825	1825		BROWNE, CAPT. P., R.N.			1831
		1825	Dolphin, Cut. 58	Cowes	1827	
Oct., 1861	1861		BROWNLOW, 2ND EARL.			1866
		1861	Ione, Sch. 57	Cowes	1861	
		1863	Ceres, SS. 307		1863	

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May, 1893	†1894		BRUCE, Hon. Mr. Justice Gainsford.		
		1894	Foxglove, Ywl. 51 . Southampton	1895	
		1896	Auriga, Sch. 102 . . . . Cowes		
Aug., 1829	†1830		BUCCLEUCH, 5th Duke of, K.G.		1883
		1830	Flower of Yarrow, Cut. 100 . . Leith	1830	
		1831	Flower of Yarrow, Cut. 129 . . ,,	1833	
		1834	Flower of Yarrow, Cut. 145 .	1840	
May, 1858	1858		BUCCLEUCH, 6th Duke of, K.T.		
			As Earl of Dalkeith.		
		1858	Stella, Cut. 42 . . . . Cowes	1860	
		1866	Flower of Yarrow, Ywl. 213 . ,,	1867	
Aug., 1838	†1839		BUCHANAN, Andrew, Esq.		1843
			Cutter, 70		
			No name given in minute book or lists.		
May, 1869			BUCKHURST, Lord.		
			See De la Warr and Buckhurst.		
	1816	O.M.	*BUCKINGHAM, Marquis of.		1816
		1815	Fly, Sch. 73 . . . . Cowes	1816	
	1815	O.M.	*BULKELEY, Capt. Fred.		1816
		1815	Phædria, Cut. 18 . . . London	1816	
July, 1837	†1838		BULKELEY, Sir R. B. W., 10th Bart.		1865
		1838	Iris, Cut. 75 . . . . Cowes	1842	
		1854	Leda, Sch. 137 . . . . ,,	1857	
May, 1864	1864		BULKELEY, Sir R. L. M. Williams-, 11th Bart.		1883
			As Capt. S. R. L. M. Williams-Bulkeley.		
		1864	Phosphorous, Cut. 50 . Southampton	1865	
			As Sir R. L. M. Williams-Bulkeley, Bart.		
		1876	Gwynfa, Cut. 60 . . . . Cowes	1876	
		1877	Day-dream, Ywl. 92 . . . ,,	1881	
		1881	Aphrodite, Sch. 230 . . . ,,	1883	
May, 1884	1884		BULKELEY, Sir R. Williams-, 12th Bart.		
		1884	Aphrodite, Sch. 230 . . . Cowes	1887	
		1884	Carmen, SS. 210 . Southampton	1888	
		1888	Zingara, SS. 542 . . London	1888	
		1892	Freya, SS. 68 . . Carnarvon	1895	
		1894	Kriemhilda, Ywl. 106 . . . Cowes	1895	
		1894	Speranza, SS. 410 . . . ,,	1897	
		1898	Skipjack, SS. 89 . . Liverpool	1899	
		1899	Vagus, SS. 708 . . . Cowes	1900	
		1901	Britannia, Cut. 221 . . Glasgow	1901	

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May, 1842	†1843		BULKELEY, Capt. Charles.		1860
		1843	Peri, Sch. 56 . . . Plymouth	1847	
May, 1861			BULWER, Sir H. Lytton, G.C.B. *See* Dalling and Bulwer.		
July, 1869	1869		BURGOYNE, Sir J. M., 10th Bart.		
		1869	Gazelle, Cut. 42 . . . . Cowes	1871	
		1872	Iolanthe, Sch. 83 . . Douglas	1872	
		1896	Foxglove, Ywl. 51 . Southampton	1899	
May, 1879			BURNS, John, Esq., and BURNS, Sir John. *See* 1st Lord Inverclyde, of Castle Wemyss.		
May, 1843	1843		BURR, Higford, Esq.		1844
		1843	Gitana, Sch. 168 . . . Cowes	1844	
May, 1877	1877		BURRARD, Sir H. P., 6th Bart.		
		1877	Nore, Sch. 110 . . Southampton	1877	
		1878	Cinderella, SS. 228 . . Glasgow	1878	
Sept., 1858	1858		BURTON, Lieut.-Col. A. P.		1865
		1858	Imogen, Cut. 80 . . Southampton	1858	
		1859	Maria, Sch. 83 . . . Liverpool	1861	
			BURY, Viscount. *See* Albemarle, 7th Earl of.		
July, 1867	1867		BUTE, 3rd Marquis of, K.T.		1900
		1867	Lady-bird, Sch. 260 . . . Cowes	1887	
May, 1871	1871		BUTLER-JOHNSTONE, H., Esq., M.P.		1885
		1871	Minstrel, Ywl. 82 . . Faversham	1885	
May, 1853	1853		BUXTON, Sir R. J., 3rd Bart., M.P.		1887
			Merlin, Sch. 104		
		1853	Destiny, Sch. 108	1856	
July, 1827	1827		BYRNE, E. H., Esq.		1855
		1827	Jane, Sch. 65 . . . Southampton	1829	
		1834	Lynx, Cut. 49 . . . Liverpool	1835	
		1838	Medora, Cut. 47	1843	
May, 1845	1845		BYRON, 7th Lord.		1855
			As Hon. G. A. Byron.		
		1845	Phantom, Cut. 55 . . London	1846	
		1847	Proserpine, Sch. 121 . . Ipswich	1849	
May, 1884	1884		CAITHNESS, 15th Earl of.		1888
		1884	Francesca, SS. 327 . . . Cowes	1888	
May, 1874	1874		CALDWELL, Ralph, Esq.		1884
		1874	Maia, Sch. 122 . . . Portsmouth	1883	

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Aug., 1875	†1876		CALEDON, 4TH EARL OF, K.P.			1897
		1876	Banshee, SS. 227	London	1877	
		1876	Viking, Sch. 210	Cowes	1881	
		1882	Viking, Ywl. 103	,,	1891	
		1892	Viking, Ywl. 143	London	1897	
May, 1830	1830		CALL, G. COTSFORD, ESQ.			1844
		1830	Hind, Ywl. 21	Plymouth	1842	
May, 1873	1873		CALTHORPE, 5TH LORD.			1893
		1873	Fenella, Sch. 84	Southampton	1873	
May, 1826	1826		CAMPBELL, JOHN, ESQ.			1835
		1826	Pembroke, Cut. 36		1827	
		1828	Dream, Cut. 66	Cowes	1832	
July, 1848	†1849		CAMPBELL, ARCHD., ESQ.			1867
			Flying Dutchman, Lug. 50			
		1849	Claymore, Cut. 65		1850	
		1850	Claymore, Sch. 118	Southampton	1851	
		1852	Claymore, Sch. 139	,,	1855	
May, 1898	1898		CAMPBELL, HENRY A., ESQ.			
		1898	Cuhona, Aux.Sch. 498	Liverpool		
May, 1877	1877		CAMPBELL, COL. J.			1885
		1877	Elspeth, SS. 182	Glasgow	1880	
		1881	Matador, SS. 220	,,	1885	
May, 1838	1838		CANNING, VISCOUNT.			1861
		1838	Gondola, Sch. 141	Cowes	1840	
		1851	Fair Rosamond, Sch. 123	Portsmouth	1855	
June, 1817	1817		CAPPER, REV. G.			1823
		1817	Watersprite, Ywl. 40	Cowes	1823	
July, 1848	†1849		CARDIGAN, 7TH EARL OF, K.C.B.			1867
		1849	Enchantress, Sch. 213	Cowes	1852	
		1854	Dryad, Cut. 85		1859	
		1866	Shark, Sch. 175	Poole	1867	
		1867	Sea-horse, SS. 320	Glasgow	1867	
May, 1851	1851		CAREW, SIR W. P., 8TH BART.			1873
		1851	Beatrix, Sch. 161	Portsmouth	1855	
		1871	Evadne, Sch. 210	,,	1873	
July, 1871			CARLETON, COL. DUDLEY. *See* 4TH LORD DORCHESTER.			
Oct., 1859	†1860		CARLYON, MAJOR F. F. S.			1864
		1860	Sultana, Ywl. 130	Cowes	1861	
Aug., 1893			CARMARTHEN, THE MARQUIS OF, M.P. *See* 10TH DUKE OF LEEDS.			

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July, 1845	†1846		CARNAC, Sir J. R., 2nd Bart.			1865
		1846	Heroine, Cut. 35	Southampton	1847	
July, 1872	1872		CARNARVON, 4th Earl of.			1890
		1872	Marcia, 172	Portsmouth	1872	
		1874	Alruna, Ywl. 125	Cowes	1876	
Aug., 1887	†1888		CARNARVON, 5th Earl of.			
			As Lord Porchester.			
		1888	Aphrodite, Sch. 230	Cowes	1890	
			As Earl of Carnarvon.			
		1891	Aphrodite, Sch. 230	Cowes	1891	
		1895	Catarina, SS. 581	Portsmouth	1895	
Aug., 1893	†1894		CARNEGIE, Lord.			
		1894	Kittiwake, SS. 233	Greenock		
July, 1863	†1864		CARPENTER, Major.			1891
		1864	Delaware, Cut. 60	London	1867	
		1882	Zelie, S.Sch. 145	Cowes	1884	
		1885	Maude, SS. 104	Gainsboro'	1888	
May, 1874	1874		CARTWRIGHT, Major F., M.P.			1880
		1874	Firefly, S.Sch. 230	Cowes	1880	
May, 1884	1884		CARTWRIGHT, T. L. M., Esq.			
		1884	Firefly, S.Sch. 230	Cowes	1888	
Aug., 1865			CASTLEROSSE, Viscount. *See* Kenmare.			
May, 1894	1894		CAVAN, 9th Earl of, K.P.			1900
		1894	Roseneath, SS. 195	Cowes	1897	
		1898	Roseneath, SS. 186	Southampton	1900	
Aug., 1901	1901		CAVE, Charles J. P., Esq.			
		1901	Brunhilda, Ywl. 89	Cowes		
May, 1884	1884		CAVE, Lawrence Trent, Esq.			1899
		1884	Evangeline, S.Sch. 138	Cowes	1892	
		1892	Alvina, SS. 257	Southampton	1899	
	1815	O.M.	*CAWDOR, Right Hon. 1st Lord. No yacht mentioned.			1816
May, 1891	1891		CAWDOR, 2nd Earl of.			
		1891	Maid of Honour, SS. 182	Southampton	1893	1897
May, 1901	1901		CAWDOR, 3rd Earl of.			
		1901	Peregrine, SS. 111	Cowes		
May, 1885	1885		CECIL, Lieut. Lord Francis, R.N. 2nd Son of 3rd Marquis of Exeter.			1888
		1885	Sleuthhound, Cut. 40	Ayr	1888	

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July, 1839	†1840		CHAD, E. H., Esq.			1841
		1840	Stormfinch, Cut. 63	Southampton	1841	
	1815	O.M.	*CHALLEN, S., Esq.			1843
		1815	Eliza, Ywl. 44	Cowes	1823	
		1824	Cherub, Ywl. 15	Dartmouth	1827	
		1828	Norna, Cut. 32	Cowes	1835	
		1836	Norna, Sch. 46	Dartmouth	1842	
June, 1829	1829		CHALLEN, Rev. J. G.			1835
		1829	Giulia, Cut. 42	Cowes	1835	
May, 1866	1866		CHAMBERLAINE, Gen. Sir N. B., K.C.B.			1881
		1866	Diana, Sch. 82	Portsmouth	1867	
June, 1824	1824		CHAMBERLAYNE, Wm., Esq.			1829
		1824	Fairy, Cut. 37	Southampton	1829	
May, 1847	1847		CHAMBERLAYNE, Thos., Esq.			1876
		1847	Arrow, Cut. 84–102	Southampton	1876	
		1868	Rosebud, Cut. 51	Lymington	1872	
Sept., 1863			CHANCELLOR, Lord High. *See* Lord Westbury.			
Aug., 1873	1873		CHARLEVILLE, 5th Earl of.			1874
		1873	Marcia, Sch. 172	Portsmouth	1874	
Sept., 1827	1827		CHESTERFIELD, 6th Earl of.			1835
		1827	Therese, Cut. 121	Cowes	1829	
		1829	Secret, Cut. 170	London	1832	
July, 1845	†1846		CHETWYND, 6th Viscount.			1850
		1846	Magic, Sch. 86	Southampton	1848	
July, 1864	†1865		CHICHESTER, Sir Bruce, 2nd Bart.			1880
		1865	Zoe, Sch. 161	Lymington	1867	
		1869	Erminia, Tps. Sch. 276	Cowes	1880	
May, 1839	1839		CHOLMONDELEY, 3rd Marquis of.			1884
			As Lord Henry Cholmondeley.			
		1839	Zephyr, Cut. 55	Southampton	1840	
		1841	Sapphire, Cut. 70	Cowes	1843	
		1867	Gazelle, Cut. 42	,,	1868	
		1869	Eugenie, Sch. 92	Southampton	1869	
			As Marquis of Cholmondeley.			
		1871	Reindeer, Sch. 107	Cowes	1877	
July, 1830	1830		CHRISTIE, John, Esq.			1831
		1830	Zephyr, Cut. 36	Cowes	1831	
May, 1901	1901		CHURSTON, 2nd Lord.			
		1901	Sula, Ywl. 80	Shoreham		

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May, 1893			CLARK. *See* Towers-Clark.			
Sept., 1839	†1840		CLARKE, Sir Simon (of Shirland), 10th Bart.			1842
		1840	Kate, Sch. 94	Southampton	1841	
May, 1850	1850		CLIFDEN, 3rd Viscount.			1865
		1850	—— Sch. 180	Portsmouth		
		1851	Lotus, Sch. 188	,,	1852	
			No name in minute book or R.Y.S. list.			
May, 1893	†1894		CLIFDEN, 5th Viscount.			1895
		1894	Evangeline, SS. 127	Cowes	1895	
May, 1872	1872		CLIFTON, T. H., Esq., M.P.			1879
		1872	Vindex, Cut. 45	London	1873	
May, 1856	1856		CLIFTON, Col. J. Talbot.			1881
		1856	Plover, Cut. 35	Portsmouth	1856	
		1861	Lavrock, Cut. 72	Cowes	1861	
		1861	Derwent, Sch. 138	,,	1862	
		1864	Derwent, Sch. 138	,,	1866	
		1867	Doris, Ywl. 82	,,	1868	
		1869	Sultana, Sch. 140	,,	1871	
		1872	Tyne, Sch. 180	,,	1878	
		1879	Taurus, SS. 300	Barrow	1881	
May, 1829	1829		CLONBROCK, 3rd Lord.			1856
		1829	Scorpion, Cut. 110	Portsmouth	1831	
		1837	Therese, Cut. 121	Cowes	1837	
May, 1880	1880		CLOWES, Samuel W., Esq.			1892
		1880	Adelaide, Ywl. 80	Portsmouth	1892	
Aug., 1873			COCHRANE, Baillie, Esq., M.P. *See* 1st Lord Lamington.			
July, 1869	1869		COCKBURN, Sir A., 7th Bart. Lord Chief Justice.			1880
		1869	Zouave, Sch. 115	Southampton	1880	
July, 1855	1855		COLEBROOKE, Sir Edmund, 4th Bart.			1859
		1855	Ginevra, Sch. 142	Cowes	1856	
July, 1848	†1849		COLVILLE, C. R., Esq., M.P.			1885
		1849	Circassian, Sch. 160		1849	
		1858	Fidelio, Cut. 111	Cowes	1867	
Dec., 1853	†1854		COLVILLE, 11th Lord, of Culross, K.T., G.C.V.O.			
		1854	Sultana, Ywl. 130		1857	
		1858	Lavrock, Cut. 72	Cowes	1860	
		1861	Volage, Sch. 104	,,	1873	

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Aug., 1888	†1889		COMBE, Charles, Esq.			
		1889	Dotterel, SS. 214	Leith		
Aug., 1826	1826		COMPTON, H. C., Esq.			1835
		1826	Union, Cut. 48	Southampton	1833	
July, 1832	1832		CONGREVE, John, Esq.			1862
		1832	Druid, Cut. 45	Waterford	1835	
		1834	Witch, Cut. 76	Cowes	1837	
		1842	Corsair, Cut. 84	,,	1847	
Aug., 1868	1868		CONGREVE, Ambrose, Esq.			1885
		1868	Psyche, Cut. 45	Cowes	1870	
Aug., 1840	1840		CONYNGHAM, 2nd Marquis of, K.P., G.C.H.			1876
		1840	Medina, Cut. 43	Cowes	1840	
		1841	Flower of Yarrow, Ywl. 183	Southampton	1846	
		1844	Sea Flower, Cut. 35	,,	1845	
		1850	Constance, Sch. 218	Cowes	1852	
		1853	Sultana, Cut. 140	,,	1853	
		1854	Fairy, Sch. 147	,,	1854	
		1854	Cecile, Sch. 190	,,	1859	
		1860	Cornwall, SS. 112	,,	1860	
		1860	Panther, Lug. 35	,,	1860	
		1861	Shamrock, SS. 109	Glasgow	1862	
		1863	Pearl, Ywl. 164	London	1864	
		1864	Helen, Sch. 246	Cowes	1865	
		1866	Helen, Sch. 283	,,	1868	
		1868	Eothen, SS. 345	Southampton	1870	
		1871	Stella, SS. 218	London	1871	
		1872	Helen, SS. 420	Cowes	1875	
		1873	Caprice, Cut. 56	,,	1873	
		1876	Bianca, Cut. 75		1876	
May, 1853	1853		CONYNGHAM, 3rd Marquis of.			1881
			As Earl of Mount-Charles.			
		1853	Bianca, Sch. 31		1856	
		1864	Coquette, Sch. 50	Cowes	1865	
			As Marquis of Conyngham.			
		1877	Minerva, SS. 383	Cowes	1878	
		1879	Minerva, SS. 416	,,	1881	
Aug., 1900	†1901		COOK, Reginald Hague, Esq.			
		1901	Florinda, Ywl. 135	Portsmouth		
May, 1894	1894		COOKSON, Wm. Reginald, Esq.			
		1894	Castanet, Cut. 64	Southampton	1895	
		1898	Sirex, Ywl. 102	London	1898	
May, 1887	†1888		COOPE, E. J., Esq.			
		1888	Sunrise, S.Sch. 345	Cowes		
July, 1899	1900		COOPER, Daniel, Esq.			
		1900	Jeanette, SS. 313	Barrow	1900	

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July, 1837	†1838		COOPER, R. W., Esq.			1849
		1838	Eudora, Cut. 59	Cowes	1844	
		1845	Vandal, Cut. 105	,,	1849	
Aug., 1831	†1832		COOTE, Eyre, Esq.			1834
			Rosetta, Cut. 70			
		1832	Gossamer, Cut. 72	Cowes	1834	
July, 1842	1843		COOTE, Sir C. H., 4th Bart.			1895
			As C. H. Coote, Esq.			
		1843	Turquoise, Cut. 77	Southampton	1844	
		1845	Turquoise, Cut. 150	,,	1862	
May, 1837	1837		COPLEY, Sir Joseph, Bart.			1882
			As Joseph Copley, Esq.			
		1837	Witch, Cut. 70	Cowes	1838	
			As Sir Joseph Copley.			
		1839	Witch, Cut. 70	Cowes	1839	
Aug., 1825	1825		CORBET, Andrew, Esq.			1856
		1825	Corsair, Ywl. 43	Cowes	1827	
		1828	Hebe, Cut. 68	,,	1848	
Aug., 1830	1830		CORRY, Capt. A. L., R.N.			1854
		1830	Dolphin, Cut. 58	Cowes	1830	
		1832	Dolphin, Cut. 58	,,	1832	
		1840	Phœbe, Cut. 33	,,	1843	
May, 1830	1830		COSWAY, Sir Wm.			1834
		1830	Lady of the Lake, Ywl. 42		1830	
July, 1858	1858		COSWAY, W. H., Esq.			1862
		1858	Isis, Sch. 75	Cowes	1860	
July, 1830	1830		COURTNAY, George, Esq.			1831
		1830	Dolphin, Cut. 48		1831	
	1815	O.M.	*COVENTRY, 8th Earl of.			1842
			As Viscount Deerhurst.			
		1815	Mary, Sch. 75	Cowes	1827	
		1829	Ariel, Cut. 71	,,	1830	
			As Earl of Coventry.			
		1831	Ariel, Cut. 71	Cowes	1842	
	1815	O.M.	*CRAVEN, 1st Earl of.			1825
		1815	Louisa, Ship, 325	Southampton	1824	
		1825	May-fly		1825	
May, 1833	1833		CRAVEN, Hon. G. Augustus.			1836
			2nd Son of 1st Earl of Craven.			
		1833	Menai, Cut. 175	Southampton	1835	

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May, 1859	1859		CRAVEN, William G., Esq.		1867
		1859	Falcon, Sch. 150 . . Lymington	1860	
			Yacht not on list but in minute book.		
May, 1874	1874		CRAWFORD AND BALCARRES, 26th Earl of, K.T.		
			As Lord Lindsay.		
		1874	Venus, Sch. 390 . . . Aberdeen	1875	
			As Earl of Crawford and Balcarres, K.T.		
		1899	Consuelo, SS. 546 . . London	1900	
		1901	Consuelo, SS. 708 . . . Cowes		
		1901	Valhalla, SS. 1,490 . . . ,,		
May, 1874	1874		CREMORNE, Lord. *See* 2nd Earl of Dartrey.		
May, 1901	1901		CRICHTON, Col. Hon. Henry C. L.		
		1901	Chimæra, SS. 97 . . Southampton		
Aug., 1898	†1899		CROFT, Lieut. Rd. B., R.N.		
		1899	Eothen, SS. 340 . . . Swansea		
Aug., 1889	1889		CROMARTIE, 2nd Earl of. 2nd Son of 3rd Duke of Sutherland.		1893
			Oneagh, Sch. 183		
		1889	Lady Sibell, Sch. 183 . . . Cowes	1890	
Aug., 1891	†1892		CROSSE, H. D. H., Esq.		
		1892	Aziola, Sch. 147 . . . Portsmouth	1895	
		1899	Avis, SS. 64 . . . ,,		
Aug., 1884	1884		CROZIER, Lieut.-Col. P.		
		1884	Assagai, SS. 82 . . . Salcombe		
Aug., 1825	1825		CUNNINGHAME, Wm., Esq.		1830
		1825	Ruby, Cut. 50 . . . Greenock	1827	
July, 1850	†1851		CURLING, William, Esq.		1859
		1851	Freak, Cut. 60 . . . . Poole	1852	
		1851	Lucifer, Lug. 40 . . . . ,,	1852	
		1853	Shark, Sch. 159 . . . . ,,	1853	
		1854	Shark, Sch. 175 . . . . ,,	1859	
May, 1868	1868		CURLING, Rev. J. J.		
			As J. J. Curling, Esq., R.E.		
		1868	Lavrock, Ywl. 72 . . . . Cowes	1871	
			As Rev. J. J. Curling.		
		1877	Lavrock, Ywl. 72 . . . St. John's, Newfoundland	1878	
		1882	Sapper, Sch. 54 . . . St. John's	1889	
	1815	O.M.	*CURTIS, Sir William, 1st Bart.		1828
		1815	Rebecca Maria, Cut. 76 . London	1827	
		1820	Die Jonge Frow, Cut. 76 . ,,	1827	
		1824	Emma, Sch. 132 . . . Ramsgate	1828	

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Aug. 24,'15 1st member elected to R.Y.S.	1815		CURTIS, Sir William, 2nd Bart.			1846
			As William Curtis, Esq.			
		1815	Emma, Cut. 11	London	1819	
		1820	Sylph, Cut. 29	,,	1826	
			As Sir Wm. Curtis.			
		1829	Emma, Sch. 132	Ramsgate	1831	
		1833	Phantom, Cut. 56	,,	1844	
May, 1864	1864		CURWEN, E. S., Esq.			1874
		1864	Beatrice, Sch. 208	Portsmouth	1866	
		1869	Bacchante, Ywl. 80	Cowes	1873	
		1874	Acorn, Sch. 102	Southampton	1874	
May, 1896	1896		CURWEN, E. V. M., Esq.			
		1896	Morning Star, SS. 150	Greenock		
May, 1870			CURZON, Viscount, M.P. *See* 2nd Earl Howe.			
July, 1838	1838		CUST, Hon. C. H., M.P. 2nd Son of 1st Earl Brownlow.			1875
		1839	Midge, Cut. 35		1839	
Sept., 1860	1860		Re-elected.			
		1860	Swan, Ywl. 40		1860	
		1861	Gipsy, Ywl. 40	Southampton	1871	
May, 1864	1864		CUST, Capt. Purey.			1864
		1864	Satellite, Ywl. 68	Leith	1864	
May, 1878	1878		CUST, Ernest, Esq. Son of Hon. C. H. Cust.			1893
		1878	Bianca, Cut. 75	Cowes	1893	
May, 1829	1829		CUTHBERT, F., Esq.			1830
		1829	Phantom, Lug. 56	Ramsgate	1830	
May, 1858			DALKEITH, Earl of. *See* 6th Duke of Buccleuch.			
May, 1861	1861		DALLING AND BULWER, 1st Lord.			1871
			As Sir H. Lytton Bulwer, G.C.B., M.P.			
		1861	Eva, Cut. 60	Constantinople	1865	
Aug., 1825	1825		DARNLEY, 5th Earl of.			1830
		1825	Elizabeth, Cut. 42	Dover	1830	
May, 1874	1874		DARTREY, 2nd Earl of			
			As Lord Cremorne.			
		1874	Juliet, Ywl. 75	Cowes	1885	
May, 1888	1888		DASHWOOD, Arthur C. F., Esq.			
		1888	Iris, Ywl. 118	London	1895	

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July, 1840	1840		DAVENPORT, John, Esq., Jun.			1861
		1840	Nettle, Cut. 57		1841	
		1845	Snake, Sch. 33	Douglas, I.M.	1846	
		1847	Syren, Cut. 68	Carnarvon	1849	
		1850	Ballerina, Sch. 117	Portsmouth	1861	
Aug., 1854	1854		DAVENPORT, A. H., Esq.			1866
		1854	Seagull, Cut. 52	Lymington	1854	
		1856	Katinka, Sch. 48	,,	1857	
		1858	Lancashire Witch, Sch. 94	,,	1858	
		1858	Maria, Sch. 83	,,	1858	
		1861	Brunette, Cut. 70	Cowes	1861	
		1866	Syren, Cut. 48	London	1866	
June, 1829	1829		DAY, Richard, Esq.			1845
		1829	Gulnare, Cut. 38	Hastings	1833	
Aug., 1825	1825		DEANE, A. J. W., Esq.			1830
		1825	Giulia, Ywl. 42		1826	
		1829	Watersprite, Cut. 21		1830	
		O.M.	DEERHURST, Viscount. *See* 8th Earl of Coventry.			
Aug., 1824	1824		DELAFIELD, H. Edward, Esq.			1826
		1825	Will-o'-the-Wisp, Cut. 45	Ipswich	1826	
May, 1843	1843		DELAFIELD, Joseph, Esq.			1844
		1843	Esmeralda, Sch. 126	Portsmouth	1844	
July, 1830	1830		DELAFIELD, William, Esq.			1869
		1830	Heron, Cut. 46	Cowes	1835	
		1836	Amazon, Cut. 75	,,	1837	
		1838	Naiad, Cut. 70	,,	1841	
		1846	Dryad, Cut. 85		1852	
		1851	Wizard, Cut. 87	Portsmouth	1852	
		1853	Wizard, Cut. 95	,,	1862	
Aug., 1884	1884		DENISON, Capt. Hon. Henry, R.A. 3rd Son of 1st Lord Londesborough.			
		1884	Mallard, SS. 78	Leith	1885	
		1886	Elspeth, SS. 174	Southampton	1889	
May, 1888	1888		DENISON, Hon. Harold, R.N. 5th Son of 1st Lord Londesborough.			
		1888	Daphne, Ywl. 61	Glasgow	1891	
May, 1850	1850		DERAMORE, 2nd Lord.			1893
			As G. W. Bateson, Esq. De Yarburgh.			
		1850	Nautilus, Cut. 40		1852	
		1853	Nautilus, Cut. 45		1857	

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May, 1869	1869		DERBY, 16th Earl of, G.C.B., K.G.			1892
			As Col. Hon. F. Stanley, M.P.			
		1869	Falcon, Twin Scr. 42		1871	
		1875	Mersey, Ywl. 40		1880	
	1886		As Lord Stanley of Preston, G.C.B.			
			No yacht.			
Aug., 1839	†1840		DESART, 3rd Earl of.			1863
		1840	Owen Glendower, Cut. 113	Cowes	1842	
		1841	Therese, Cut. 121	London	1845	
		1848	Novice, Sch. 79	Portsmouth	1849	
May, 1875	1875		DE CLIFFORD, 20th Lord.			1876
		1875	Meteor, SS. 190	Liverpool	1876	
May, 1856	1856		DE ERESBY, Willoughby, 19th Lord.			1864
		1856	Panther, Lug. 35	London	1859	
		1860	New Moon, Lug. 209	Dover	1864	
May, 1865	†1866		DE ERESBY, Willoughby, 20th Lord.			1869
		1866	New Moon, Lug. 209	Dover	1866	
	1815	O.M.	*DE GREY, 1st Earl, K.G.			1856
			As Rt. Hon. Lord Grantham.			
		1815	Mermaid, Cut. 21	Cowes	1824	
		1825	Nautilus, Cut. 103	,,	1832	
			As Earl De Grey.			
		1833	Nautilus, Cut. 103	Cowes	1843	
Aug., 1833	1833		DE HORSEY, Spencer, Esq., M.P.			1859
		1834	Union, Cut. 48	Cowes	1838	
		1844	Reindeer, Cut. 107		1844	
May, 1869	1869		DE LA WARR AND BUCKHURST, 7th Earl.			1895
			As Hon. R. Sackville West.			
		1869	Sylph, Sch. 107	Portsmouth	1869	
			As Lord Buckhurst.			
		1870	Sylph, Sch. 107	Portsmouth	1872	
			As Earl de la Warr.			
		1873	Sylph, Sch. 107	Portsmouth	1873	
		1875	Edeline, SS. 313	Southampton	1882	
		1886	Eothen, SS. 340	London	1890	
July, 1863	†1864		DE ROS, 20th Lord.			1869
		1864	Fair Geraldine, Cut. 31	London	1869	
May, 1880	1880		DE SALIS, Rev. H. J.			
		1880	Zerana, Ywl. 39	Sligo	1885	

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May, 1850	1850		DICKINSON, Douglas, Esq.		1864
		1850	Hawk, Sch. 33	1850	
		1851	Ripple, Cut. 43 . . Southampton	1852	
		1853	Ripple, Sloop, 53 . . ,,	1856	
		1858	Maritana, Cut. 57 . ,,	1858	
		1860	Rattlesnake, Sch. 64 . . Portsmouth	1864	
	1891		DICKSON, Baron Oscar.		1897
		1891	Adventuress, Sch. 178	1891	
		1894	Tritonia, Sch. 172	1897	
Aug., 1891	†1892		DIGGLE, Lieut. W. N., R.N.		
		1892	Monsoon, S.Sch. 281 . Southampton	1894	
		1896	Monsoon, SS. 237 . ,,	1897	
		1898	Chanticleer, SS. 60 . . . Cowes		
May, 1860	1860		DOHERTY, John Canning, Esq.		1889
		1860	Zadora, Cut. 32 . . . Lymington	1860	
		1889	Zuleika, Sch. 159 . . . Portsmouth	1889	
July, 1827	1827		DONEGALL, 2nd Marquis of.		1835
		1827	Zoe, Cut. 33 . . . . Cowes	1831	
		1830	Caroline, Cut. 49 . . . . ,,	1834	
Aug., 1825	1825		DONEGALL, 3rd Marquis of.		1881
			As Earl of Belfast.		
		1825	Therese, Cut. 121 . . . Cowes	1827	
		1825	Harriet, Cut. 96 . . . . ,,	1828	
		1828	Louisa, Cut. 139 . . . . ,,	1828	
		1829	Louisa, Cut. 162 . . . . ,,	1832	
		1830	Emily, Brigne. 33 . . . . ,,	1832	
		1832	Water Witch, Brig 331 . . . ,,	1834	
July, 1871	1871		DORCHESTER, 4th Lord.		1897
			As Col. Dudley Carleton.		
		1871	Lotis, Sch. 93 . . . Greenock	1874	
			As Lord Dorchester.		
		1882	Wanderer, Ywl. 47 . . . Poole	1884	
May, 1847	1847		DOUGLAS, Sir G. H. D. S., 4th Bart. (of Springwood).		1858
		1847	Vampire, Cut. 49	1848	
		1849	Ariel, Sch. 118 . . . . Cowes	1852	
Sept., 1864	†1865		DOUGLAS, Col. C. B.		1870
		1865	Egidia, Sch. 137 . . . Colchester	1866	
		1869	Camilla, Sch. 169	1869	
May, 1879	1879		DOUGLAS, Lieut.-Gen. Sir J., G.C.B.		1887
		1879	St. Bryde, Sch. 110 . . Greenock	1882	
May, 1860	1860		DOWNSHIRE, 4th Marquis of.		1867
		1860	Sylphide, Ship, 481 . . Portsmouth	1863	
		1862	Malmesbury, Pad.S. 481 . ,,	1863	

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May, 1869	1869		DOWNSHIRE, 5TH MARQUIS OF.			1873
		1869	Kathleen, SS. 326	Liverpool	1870	
July, 1856	†1857		DROGHEDA, 3RD MARQUIS OF.			1892
		1857	Fancy, Sch. 120		1859	
		1860	Cecile, Sch. 190	Cowes	1866	
		1868	Ferida, Sch. 170		1881	
May, 1876	1876		DRUMMOND, E. A., ESQ.			1893
		1876	Brunette, Ywl. 70	London	1893	
Aug., 1894	†1895		DRUMMOND, ANDREW C., ESQ.			
		1895	Brunette, Ywl. 66	London		
May, 1882	1882		DRUMMOND, CHARLES, ESQ.			
		1882	Morgiana, Ywl. 115	Cowes	1894	
May, 1884	1884		DRUMMOND, SIR JAS., 4TH BART.			
		1884	Edwina, Ywl. 60	Colchester	1897	
May, 1867	1867		DUCIE, 3RD EARL OF.			
		1867	Zara, Sch. 312	London	1868	
		1869	Doris, Ywl. 82	Cowes	1870	
		1872	Julia, Sch. 139	,,	1879	
		1880	Severn, SS. 300	,,	1882	
		1883	Monarch, SS. 363	,,		
May, 1892	1892		DUDLEY, 2ND EARL OF.			
		1892	Arethusa, Cut. 59	Cowes	1892	
		1896	Sirex, Ywl. 102	London	1897	
Aug., 1857	†1858		DUFF, R. G., ESQ.			1889
		1858	Rattlesnake, Sch. 64	Grimsby	1859	
		1866	Vaynol, SS. 33	Vaynol	1868	
		1882	Torfrida, SS. 165	Cowes	1889	
May, 1854	1854		DUFFERIN AND AVA, 1ST MARQUIS OF, G.C.M.G., G.C.B., K.P.			1901
			AS LORD DUFFERIN.			
		1854	Foam, Sch. 85	Portsmouth	1860	
		1858	Erminia, S.Sch. 220	,,	1862	
			AS EARL OF DUFFERIN.			
		1871	Talisman, Ywl. 99		1871	
			AS MARQUIS OF DUFFERIN AND AVA.			
		1900	Brunhilda, Ywl. 89	Cowes	1900	
May, 1871	1871		DUGMORE, LIEUT.-COL. F.			
		1871	Eugenie, Sch. 92	Southampton	1871	
		1876	Marinetta, Cut. and Ywl. 55	Cork	1876	
		1878	Reindeer, Sch. 72	Southampton	1881	
		1883	Gwynfa, Cut. 60	Cowes	1885	
		1887	Oberon, SS. 127	Southampton	1888	
		1897	Mena, SS. 54	Cowes	1900	

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May, 1863	1863		DUMAS, F. K., Esq.		1883
		1863	Clio, Cut. 43 . . . . Poole	1863	
		1864	Cissy, Sch. 121 . . Southampton	1864	
Sept., 1862	†1863		DU MONCEAUX, Count Felix.		
		1863	Intrepid, Sch. 75 . . . . Ostend	1866	
		1868	Seabird, Cut. 125	1877	
May, 1867	1867		DUNCOMBE, Hon. Cecil.		1901
			3rd Son of 2nd Lord Faversham.		
		1867	Clytie, Sch. 64 . . Southampton	1867	
		1868	Tiercel, 115 . . . Portsmouth	1871	
May, 1875	1875		DUNCOMBE, Col. Hon. O.		1879
			7th Son of 1st Lord Faversham.		
		1875	St. Hilda, SS. 150 . Southampton	1879	
Aug., 1885	1885		DUNCOMBE, Capt. Walter.		
			Son of Col. O. Duncombe.		
		1885	St. Hilda, S.Sch. 144 . Southampton		
June, 1824	1824		DUNDAS, James, Esq.		1830
		1824	Sapphire, Cut. 67 . . . Leith	1830	
Aug., 1901	1901		DUNDONALD, 12th Earl of.		
		1901	Valdivia, SS. 72 . . . Dartmouth		
May, 1860	1860		DUNLEATH, 1st Lord.		1896
			As John Mulholland, Esq., M.P.		
		1860	Imogen, Sch. 70 . . . . Belfast	1864	
		1865	Egeria, Sch. 161 . . . . Poole	1892	
			As Lord Dunleath.		
		1893	Egeria, Sch. 161 . . . . Poole	1896	
May, 1896	1896		DUNLEATH, 2nd Lord.		
		1896	Egeria, Sch. 157 . . . . Poole	1898	
July, 1865	†1866		DUNMORE, 7th Earl of.		1868
		1866	Maid of Harris, Sch. 62 . Glasgow	1868	
Sept., 1858	1858		DUNN, James, Esq.		1860
		1858	Cissy, Sch. 121 . . Southampton	1860	
May, 1888	1888		DUNRAVEN, 4th Earl of, K.P.		
		1888	Petronilla, Cut. 85 . Southampton	1889	
		1889	Valkyrie, Cut. 94 . ,,	1891	
		1892	L'Esperance, Cut. 77 . . Portsmouth	1895	
		1893	Valkyrie, Cut. 220	1893	
		1896	Valkyrie, Cut. 263 . . Glasgow		
		1896	Cariad, Ketch, 120 . Southampton	1900	
May, 1895	†1896		DUNSANDLE AND CLANCONAL, 4th Lord.		
		1896	Susan, Cut. 68 . . . Portsmouth	1896	
		1898	Black Pearl, S.Sch. 285 . Glasgow		

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Sept., 1867	1867		DUPPA, G., Esq.			1887
		1867	Alarm, Sch. 248		1887	
		1867	Lulworth, Cut. 80		1876	
June, 1818	1818		DURAND, J. H., Esq.			1829
		1818	Jolly Rambler, Cut. 58	London	1829	
May, 1826	1826		DURHAM, 1st Earl of, G.C.B.			1840
			As John Lambton, Esq.			
		1826	Jack-o'-Lantern, Sch. 140	London	1827	
			As Earl of Durham.			
		1828	Jack-o'-Lantern, Sch. 140	London	1828	
		1833	Louisa, Cut. 162	Cowes	1837	
May, 1859	1859		DURHAM, 2nd Earl of.			1879
		1859	Stella, Cut. 68	Lymington	1859	
		1860	Beatrix, Sch. 127	,,	1870	
		1871	Beatrix, Sch. 156	,,	1879	
July, 1858	1858		EAST, Sir Gilbert, 2nd Bart.			1865
		1858	Ella, Sch. 106	Cowes	1862	
		1863	Wizard, Cut. 95	Portsmouth	1865	
Aug., 1901	1901		ECKARDSTEIN, Baron von.			
		1901	Celia, Cut. 64	Cowes		
July, 1845			EDWARDS, T. M., Esq. *See* Sir T. Edwards-Moss, 1st Bart.			
July, 1845			EDWARDS, Sir T. Moss-, Bart. *See* Sir T. Edwards-Moss, 1st Bart.			
May, 1852	1852		EDWARDES, Sir H., 10th Bart.			1900
		1852	Maritana, Cut. 47	Cowes	1854	
May, 1835			EGERTON, Lord Francis, M.P. *See* 1st Earl of Ellesmere.			
July, 1850	†1851		EGERTON, Capt. C. R., R.N.			1868
		1851	Ganymede, Cut. 70	London	1863	
May, 1875	1875		EGLINTON, 14th Earl of.			1892
		1875	Leah, Ywl. 103	Poole	1875	
		1876	Venus, Sch. 390	Aberdeen	1876	
		1877	Cruiser, Sch. 356	Barrow	1879	
		1882	Rover, SS. 565	Leith	1887	
		1892	Hiawatha, ‡SS. 529	Southampton	1892	

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June, 1820	1820		EGREMONT, 5TH EARL OF.			1844
			As Captain G. Wyndham, R.N.			
		1821	Jane, Sch. 65	Southampton	1824	
		1825	Janette, Sch. 80	Arundel	1828	
		1829	Janette, Sch. 94	Shoreham	1829	
		1830	Janette, Sch. 110	,,	1837	
			As Earl of Egremont.			
		1838	Janette, Sch. 110	Shoreham	1838	
		1839	Janette, Sch. 141	,,	1843	
		1844	Janette, Sch. 186	,,	1844	
May, 1864	1864		ELLAMES, J. P., Esq.			1899
		1864	Brunette, Cut. 70	Cowes	1864	
		1866	Wizard, Cut. 95	Portsmouth	1866	
		1866	Maia, Sch. 122	,,	1869	
Aug., 1825	1825		ELLESMERE, 1st Earl of.			1856
			As Lord Francis Leveson-Gower.			
		1825	Experiment, Ywl. 33	London	1827	
			As Lord Francis Egerton, M.P.			
		1835	Owen Glendower, Cut. 113		1836	
		1839	Menai, Brigne. 175	Cowes	1843	
			As Earl of Ellesmere.			
		1850	Erminia, Sch. 220	Portsmouth	1856	
			(Lord F. Leveson-Gower, 2nd Son of 1st Duke of Sutherland, assumed the name of Egerton in 1833; raised to the peerage as 1st Earl of Ellesmere in 1846.)			
July, 1871	1871		ELLICE, Edward, Esq., M.P.			1880
		1871	Ita, Sch. 56	Greenock	1875	
		1876	Ita, S.Sch. 133	Cowes	1880	
Aug., 1878	†1879		ELLIS, Fred, Esq.			
		1879	Free Lance, Sch. 46	Southampton		
Aug., 1852	†1853		ELWES, J. H., Esq.			1855
		1853	Fairy, Sch. 143	Cowes	1853	
Aug., 1874	1874		ELY, 4TH Marquis of.			1888
		1874	Zelia, Sch. 195	Southampton	1877	
July, 1828	†1829		ERROLL, 16TH Earl of.			1834
		1829	Liberty, Cut. 42	Dublin	1829	
May, 1876	1876		ERSKINE, Sir T. B., 2nd Bart.			
		1876	Vestal, Sch. 78	Southampton	1878	
		1879	Sula, Ywl. 54	Shoreham	1881	
		1882	Sula, Ywl. 80	,,	1900	
May, 1839	1839		EWART, J. C., Esq, M.P.			1855
		1839	Edith, Cut. 70	Liverpool	1855	

Elected.	First Year on R.Y.S. List.	Yacht on List.	Members. Port of Registry.	Yacht off List.	Last Year on R.Y.S. List.
May, 1867	1867		EXETER, 3RD MARQUIS OF.		1895
		1867	Hyacinth, Ywl. 71 . . . Cowes	1868	
		1869	Hyacinth, Ywl. 90 . . Portsmouth	1871	
		1869	Zenobia, SS. 37 . . . . Cowes	1870	
		1874	Zenobia, SS. 147 . . . . ,,	1874	
		1875	Zenobia, SS. 280 . . Southampton	1875	
		1876	Queen of Palmyra, SS. 280 ,,	1888	
May, 1833	1833		EXMOUTH, 2ND VISCOUNT.		1833
		1833	Ganymede, Cut. 69 . . . Exeter	1833	
May, 1839	1839		EXMOUTH, 3RD VISCOUNT.		1875
		1839	Flower of Yarrow, Sch. 141 Portsmouth	1844	
		1845	Breeze, Cut. 55 . . . ,,	1845	
May, 1884	1884		HIS EXCELLENCY, MONSIEUR DE FALBE.		1895
		1884	Chazalie, S.Sch. 528	1893	
May, 1897	1897		FALKLAND, 12TH VISCOUNT.		
		1897	Serena, Sch. 66 . . . . Cowes	1897	
	1821		FAWKES, HAWKSWORTH, ESQ. No yacht mentioned in minutes.		1821
	1815	O.M.	*FAZAKERLEY, J. N., ESQ.		1819
		1815	Cygnet, Cut. 57 . . . . Cowes	1819	
May, 1872	1872		FERGUSSON, RT. HON. SIR JAMES, 6TH BART., G.C.S.I.		1885
		1872	Edith, Cut. 35 . . Adelaide, S.A.	1872	
		1873	Blanche, Sch. 116 . . Ipswich	1874	
May, 1882	1882		FEVERSHAM, 1ST EARL OF.		
		1882	Helen, Sch. 283 . . . . Cowes	1893	
June, 1820	1820		FIELD, J. CONNOR, ESQ.		1820
		1820	Maria Ann, Cut. 36 . . Portsmouth	1820	
Sept., 1870	†1871		FIFE, 1ST DUKE OF, K.T.		
			AS VISCOUNT MACDUFF, M.P.		
		1871	Pilgrim, Sch. 140.	1871	
		1875	Xantha, SS. 230 . . . Colchester	1875	
Aug., 1864	†1865		FINCH, LIEUT.-COL. HON. D. G. 2ND SON OF 5TH EARL OF AYLESFORD.		1881
		1865	Aquiline, Sch. 155 . . Rochester	1865	
		1866	Rainbow, Sch. 80 . . Dartmouth	1869	
		1871	Gem, Sch. 155 . . . . Cowes	1878	
May, 1891	1891		FINCH, MAJOR S. WYNNE.		
		1891	Susan, Cut. 68 . . . Portsmouth	1894	

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	1815	O.M.	*FITZGERALD, John, Esq.			1818
	1815		Atalanta, Cut. 116	Southampton	1816	
	1817		Elizabeth, Cut. 116	,,	1818	
July, 1827	1827		FITZGERALD, John, Esq.			1836
	1828		Ruby, Cut. 50	Ipswich	1829	
May, 1898	1898		FITZGERALD, Sir Maurice, 2nd Bart. (Knight of Kerry).			
	1898		Satanita, Cut. 300	Southampton	1899	
	1900		Satanita, Ywl. 300	,,		
May, 1853	1853		FITZGERALD, Rt. Hon. Lord Otho, M.P. 4th Son of 3rd Duke of Leinster.			1882
	1853		Blanche, Ywl. 40		1854	
	1857		Cinderella, SS. 30	Kingstown	1860	
	1861		Maud, SS. 55	,,	1863	
	1864		Albion, SS. 155	Glasgow	1869	
	1869		Star, Twin Scr. 30	London	1869	
	1872		Comet, Sloop, 40	,,	1872	
	1880		Fair Geraldine, SS. 304	Leith	1882	
		O.M.	FITZHARRIS, Lord. *See* 2nd Earl of Malmesbury, Governor of the Isle of Wight.			
May, 1843	1843		FITZWILLIAM, 5th Earl of.			1901
			As Viscount Milton.			
	1843		Merlin, Sch. 104	Cowes	1849	
			As Earl of Fitzwilliam.			
	1860		Gipsy Queen, Sch. 190	Cowes	1874	
	1876		Kathleen, SS. 326	Sunderland	1901	
June, 1829	†1831		FLEETWOOD, Sir P. H., 1st Bart.			1850
			As P. H. Fleetwood, Esq., M.P.			
	1831		Lancaster Rose, Cut. 33	Lancaster	1834	
June, 1819	1819		FLEMING, John, Esq., M.P.			1844
	1819		Elizabeth, Cut. 66	Southampton	1839	
	1843		Siren, Sch. 161	Cowes	1844	
May, 1843	1843		FLEMING, T. W., Esq.			1850
	1843		Iris, Cut. 75	Cowes	1844	
	1845		Esmeralda, Sch. 129	,,	1845	
	1846		Gem, Sch. 125	,,	1850	
	1846		Duchess, Cut. 31	,,	1846	
May, 1890	†1891		FLETCHER, C. J., Esq.			
	1891		Red Eagle, SS. 296	Cowes	1893	
Aug., 1900	†1901		FLETCHER, Hamilton, Esq.			
	1901		Joyeuse, SS. 341	Southampton		

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May, 1870			FLOWER, Hon. H. *See* 6th Lord Ashbrook.			
Aug., 1901	1901		FORBES-LEITH, A. J., Esq.			
		1901	Miranda, SS. 582	London		
Aug., 1897	†1898		FORESTER, Hon. C. Weld.			
		1898	Thalatta, SS. 121	Dartmouth		
Aug., 1817	1817		FORSTER, R. E., Esq. No yacht mentioned in minutes.			1820
May, 1881	1881		FOSTER, Augustus B., Esq.			1891
		1881	Ballerina, Sch. 132	Gosport	1885	
May, 1888	1888		FOSTER, Herbert A., Esq.			
		1888	Lancer, SS. 167	Dartmouth	1890	
		1889	Portia, SS. 371	Cowes		
July, 1844	1844		FOUNTAINE, Andrew, Esq.			1873
		1844	Gauntlet, Cut. 60		1846	
		1870	Nan, Cut. 32	Southampton	1873	
July, 1832	1832		FOWLER, John, Esq.			1835
		1832	Georgiana, Cut. 48	Yarmouth	1835	
May, 1887	†1888		FOWLER, Sir John, K.C.M.G., 1st Bart.			1898
		1888	Southern Cross, SS. 332	London	1892	
		1894	Nesta, SS. 71	Liverpool	1898	
Sept., 1828	†1829		FOX, Richard, Esq.			1829
		1828	Vixen, Cut. 45			
		1829	Druid, Cut. 45	Cowes	1829	
July, 1835	†1836		FRANKLAND, Richard, Esq.			1865
		1836	Cynthia, Cut. 40	Cowes	1845	
		1846	Frisk, Cut. 47	,,	1850	
		1851	Stella, Cut. 65	Cork	1856	
		1857	Eugenie, Sch. 92	Lymington	1865	
Aug., 1889	1889		FREEMAN-MITFORD, A. B., Esq., C.B.			
		1889	Black Opal, Sch. 133	Cowes	1891	
May, 1879	1879		FREMANTLE, Lieut.-Gen. Sir A. L., G.C.M.G., C.B.			1901
		1879	Bessie, SS. 98	Southampton	1884	
		1888	Dora, SS. 75	Cowes	1893	
July, 1834	1834		FRENCH, T. G., Esq.			1848
		1834	Rostellan, Sch. 60	Cork	1837	
		1837	Rostellan, Sch. 70	,,	1845	
		1838	Gazelle, Cut. 47	,,	1847	

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May, 1891	1891		FULCHER, A. W., Esq.			
		1891	Roseneath, SS. 195	Cowes	1891	
		1892	Algeria, Sch. 119	Southampton	1894	
		1899	Roseneath, Sch. 52	,,	1900	
Aug., 1825	1825		FULLERTON, G. A., Esq.			1847
		1829	Zephyr, Cut. 55	Cowes	1832	
Aug., 1901	1901		GAGE, Capt. Æ. M. B.			
		1901	Chanticleer, Ywl. 122	Cowes		
July, 1842	†1843		GALLWAY, Sir W. P., 2nd Bart.			1855
		1843	Spider, Cut. 33	Cowes	1843	
		1844	Charm, Cut. 73	,,	1844	
		1846	Albatross, Cut. 75	,,	1847	
Aug., 1820	1820		GARLAND, Capt. J. G., R.N.			1837
		1826	Black Dwarf, Cut. 62	Poole	1828	
Aug., 1826	1826		GARLAND, George, Esq.			1830
		1826	Amy, Sch. 67	Poole	1830	
	1828		GARTH, Capt., R.N.			1841
		1828	Eliza, Ywl. 34	Cowes	1835	
			(Elected honorary member 1826. No mention of his qualifying as member.)			
Oct., 1859	1859		GASCOIGNE, F. C. F., Esq.			
		1859	Myth, Sch. 120	Cowes	1865	
		1866	Ibis, SS. 198	Greenock	1874	
June, 1824	1824		GAUNTLET, Capt. J.			1825
		1824	Water Sprite, Ywl. 40	Cowes	1825	
May, 1841	1841		GAUSSEN, R. W., Esq.			1850
		1841	Gossamer, Cut. 35	London	1843	
May, 1869	1869		GAUSSEN, Capt. Robert.			
		1869	Gossamer, Sch. 40	Colchester	1873	
		1888	Myrtle, Sch. 175	Portsmouth		
Aug., 1816	1816		GAVEN, William, Esq.			1830
		1817	Sylph		1818	
		1819	Rob Roy, Cut. 52	Southampton	1828	
Sept., 1849	†1850		GEE, Joseph, Esq.			1860
		1850	Corsair, Cut. 84	Cowes	1851	
		1851	Maritana, Cut. 47	,,	1851	
		1852	Gloriana, Sch. 134	,,	1860	
		1854	Virginia, Ywl. 47		1854	
		1855	Maritana, Cut. 58	,,	1855	
		1857	Chesapeake, SS. 77	Hull	1859	

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June, 1829	1829		GELL, Philip, Esq.			1841
		1829	Arrow, Sch. 79	Greenock	1835	
		1836	Albatross, Cut. 75	Cowes	1839	
Aug., 1825	1825		GEORGE, Rev. Denis.			1846
		1825	Thetis, Cut. 37	Dublin	1828	
		1829	Vampyre, Cut. 44	Southampton	1834	
		1835	Wave, Cut. 53	,,	1839	
		1839	Falcon, Ywl. 60	,,	1843	
		1844	Tar, Cut. 33	,,	1846	
May, 1829	1829		GIBBS, Rev. R. W.			1830
		1829	Good Hope, Cut. 31	Cork	1830	
May, 1828			GIBSON, Thomas Milner, Esq., M.P. *See* Rt. Hon. Milner-Gibson, M.P.			
July, 1856	1856		GIFFORD, Earl of, M.P. Eldest Son of 8th Marquis of Tweeddale.			1862
		1856	Fair Rosamond, Sch. 123	Cowes	1859	
Sept., 1827	1827		GILBEE, William, Esq.			1830
		1827	Imogen, Cut. 36	Southampton	1830	
Aug., 1877	1877		GILBERT, C. Davies, Esq.			
		1877	Windflower, Ywl. 73	Falmouth	1880	
July, 1870	†1871		GLASGOW, 6th Earl of.			1886
		1871	Valetta, SS. 80	Cowes	1879	
May, 1834	1834		GLENGALL, 2nd Earl of.			1835
		1834	Margaret, Ship, 300	London	1835	
June, 1820	1820		GLENTWORTH, Lord. 2nd Son of 1st Earl of Limerick. No yacht mentioned in minutes.			1820
Sept., 1860	†1861		GOAD, Capt.			1893
		1861	Weerit, Cut. 50	Southampton	1862	
		1863	Mariquita, Sch. 125	,,	1865	
May, 1835			GODOLPHIN, Lord. *See* 8th Duke of Leeds.			
May, 1850	1850		GOODDEN, H. C., Esq.			1882
		1850	Osprey, Cut. 45	Cowes	1851	
		1853	Irene, Sch. 98	,,	1853	
Aug., 1816	1816		GORDON, John, Esq.			1823
		1816	Syren, Cut. 32	Cowes	1823	
May, 1887	†1888		GOSCHEN, Chas. H., Esq.			
		1888	Corinne, Sch. 165	Cowes	1898	

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July, 1871	1871		GOSFORD, 4TH EARL OF, K.P.			
		1871	Fenella, Sch. 148	Southampton	1871	
		1872	Ayacanora, Sch. 148	Portsmouth	1878	
		1879	Cetonia, Sch. 203	Cowes	1881	
Aug., 1824	1824		GOULD, JOHN, ESQ.			1824
			No yacht known.			
Aug., 1825			GOWER, LORD FRANCIS LEVESON-.			
			See 1ST EARL OF ELLESMERE.			
May, 1828	1828		GOWER, J. LEVESON, ESQ.			1856
		1828	Dolphin, Cut. 58	Cowes	1830	
		1833	Albatross, Cut. 74	,,	1835	
		1836	Menai, Cut. 175	,,	1836	
		1839	Phebe, Lug. 33	,,	1839	
		1840	Albatross, Cut. 75	,,	1840	
May, 1883	1883		GOWER, JOHN LEVESON, ESQ.			1891
		1883	Acorn, Sch. 104	Southampton	1891	
July, 1818	1818		GRAHAM, CAPT. E. L., R.N.			1819
		1818	Isle of Thanet, Cut. 13		1819	
July, 1831	1831		GRAHAM, RT. HON. SIR JAS., 2ND BART.			1836
		1831	Admiralty yacht		1834	
July, 1835	1835		GRAHAM, SIR BELLINGHAM R., 7TH BART.			1864
		1836	Harriet, Cut. 96	Cowes	1836	
		1837	Harriet, Sch. 102	,,	1837	
		1838	Therese, Cut. 121	,,	1839	
		1842	Flirt, Sch. 132	,,	1847	
		1848	Flirt, Sch. 155	,,	1849	
		1846	Medina, Cut. 44	,,	1847	
Sept., 1867	1867		GRAHAM, SIR REGINALD H., 8TH BART.			
		1867	Cygnet, Cut. 35		1869	
		1898	Resolute, Cut. 79	Colchester		
	1815	O.M.	*GRANT, CHARLES, ESQ.			1816
			No yacht known.			
	1818		GRANT, T. T., ESQ.			1819
		1818	Fairy, Cut. 37	Southampton	1819	
		O.M.	*GRANTHAM, RT. HON. LORD.			
			See 1ST EARL DE GREY.			
July, 1832	1832		GRAVES, 3RD LORD.			1845
		1832	Ganymede, Cut. 69	Cowes	1832	
		1834	Guerilla, Cut. 35	,,	1835	

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Sept., 1846	†1847		GRAY, John, Esq.			1881
		1847	Fenella, Cut. 47	Cowes	1851	
		1852	Miranda, Cut. 94	,,	1862	
		1863	Garland, Sch. 160	Portsmouth	1871	
June, 1827	1827		GREATHED, John, Esq.			1833
		1827	Maria Ann, Cut. 35	Southampton	1828	
		1829	Zadora, Cut. 27	,,	1833	
May, 1894	1894		GREENE, Sir E. W., M.P.			
		1894	Wild Wave, SS. 128	London	1897	
		1898	Sunflower, SS. 300	Southampton		
May, 1831	1831		GREG, Thomas, Esq.			1884
		1831	Iris, Cut. 75	Cowes	1836	
		1872	Galatea, Sch. 143	,,	1880	
May, 1848	1848		GREGORY, Arthur, Esq.			1852
		1848	Tern, Cut. 62	Portsmouth	1849	
May, 1891	1891		GRENFELL, Pascoe D., Esq.			1896
		1891	Inva, SS. 248	Portsmouth	1893	
Aug., 1885	1885		GRETTON, John, Esq.			1899
		1885	Modwena, Sch. 225	Liverpool	1899	
Aug., 1893	†1894		GRETTON, John, Jun., Esq., M.P.			
		1894	Lais, Cut. 80		1894	
		1896	Hester, Cut. 110	Cowes	1897	
		1898	Betty, Cut. 92	,,		
May, 1831	1831		GREVILLE, Algernon, Esq.			1857
		1831	Phantom, Cut. 56	Cowes	1832	
		1838	Spider, Cut. 33	London	1840	
		1845	Gulnare, Lug. 31	Folkestone	1845	
		1857	Queen of the Isles, 70	Dover	1857	
Aug., 1825	1825		GREVILLE, Lieut.-Col. Hon. R. F.			1843
		1825	Imogen, Cut. 36	Milford	1827	
		1828	Scorpion, Cut. 110	,,	1828	
		1830	Dauntless, Cut. 55	,,	1832	
		1833	Xarifa, Brig. 75	London	1834	
		1839	Anonyma, Brig. 427	Portsmouth	1840	
Aug., 1840	†1841		GREVILLE, Col., M.P.			1867
			As Greville, F. S., Esq.			
		1841	Spider, Cut. 33	London	1842	
June, 1821	1821		GRIFFITHS, H. D., Esq.			1821
			No yacht known.			
July, 1840			GROSVENOR, Earl.			
			See 2nd Marquis of Westminster.			

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May, 1881	1881		GROSVENOR, Earl. Eldest Son of 1st Duke of Westminster.		1883
		1881	Galatea, Sch. 143 . . . Cowes	1883	
May, 1870			GROSVENOR, Lord Richard, M.P. *See* Lord Stalbridge.		
May, 1863	1863		GUEST, A. E., Esq.		1898
		1863	Weerit, Cut. 50 . . Southampton	1867	
		1873	Hornet, Sch. 140 . . . . Cowes	1876	
July, 1864			GUEST, Sir Ivor Bertie, 2nd Bart. *See* Lord Wimborne.		
July, 1865	†1866		GUEST, Merthyr, Esq.		
		1866	Hornet, Sch. 140 . . . . Cowes	1872	
Sept., 1862	†1863		GUEST, Montague J., Esq.		
		1863	Lark, Cut. 63 . . . London	1864	
		1865	Bacchante, Cut. 80 . . Liverpool	1865	
		1886	Ballerina, Sch. 132 . . Portsmouth	1888	
		1888	Susan, Cut. 68 . . . ,,	1890	
		1894	Lilith, Cut. 44 . . . . Cowes	1896	
		1897	Susan, Cut. 68 . . . Portsmouth	1897	
May, 1883			GUINNESS, Edward, Esq., and GUINNESS, Sir E. C., Bart. *See* Lord Iveagh.		
July, 1899	†1900		GUINNESS, Hon. Rupert.		
		1900	Windflower, Ywl. 68 . . . Hull	1900	
		1901	Leander, Ywl. 98 . Southampton		
June, 1818	1818		GULSTON, Joseph, Esq., M.P.		1840
		1818	Merrymaid, Ywl. 24 . . London	1825	
		1826	Nelson, Cut. 77 . . . ,,	1829	
		1830	Nelson, Cut. 93 . . . ,,	1840	
May, 1853	1853		HALDON, 1st Lord. As Sir Lawrence Palk, Bart.		1882
		1853	Lancashire Witch, Sch. 90 . Gosport	1857	
		1876	Gulnare, Sch. 235	1878	
May, 1838	1838		HALL, Col. John.		1843
		1838	Owen Glendower, Cut. 113 . . Cowes	1839	
Aug., 1889	1889		HALL, Rt. Hon. Sir Charles, Q.C., K.C.M.G., M.P., Recorder of London.		1899
		1889	Etona, Ywl. 48 . . . . Cowes	1889	
		1890	Yeldiz, Ywl. 48 . . . . ,,	1893	
June, 1820	1820		HALLIDAY, G., Esq.		1827
		1820	Lady of the Lake, Ywl. 38 . . Cowes	1825	

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June, 1824	1824		HALLIDAY, S., Esq.		1828
		1826	Lady of the Lake, Ywl. 42 . . Cowes	1828	
	1815	O.M.	*HALLIFAX, Thomas, Esq.		1849
		1815	Alfred, Cut. 46 . . . London	1816	
		1817	Ariel, Cut. 71 . . . . Cowes	1823	
		1841	Sparrow-hawk, Cut. 84 . . ,,	1849	
May, 1838	1838		HALLIFAX, Thomas, Jun., Esq.		1849
		1838	Ganymede, Cut. 69 . . . Cowes	1840	
		1841	Camilla, Sch. 147 . . . ,,	1849	
May, 1838	1838		HALSEY, T. P., Esq.		1853
		1838	Fanny, Cut. 75 . . . . Cowes	1839	
July, 1869	1869		HAMBROUGH, Dudley A., Esq.		1887
		1869	Odalique, Sch. 56 . Southampton	1870	
		1871	Ginevra, SS. 142 . . . Cowes	1874	
Aug., 1839	†1840		HAMBROUGH, John, Esq.		1846
		1840	Witch, Cut. 70 . . . . Cowes	1840	
		1844	Gem, Sch. 125 . . . . ,,	1845	
July, 1844	1844		HAMBROUGH, A. J., Esq.		1860
		1844	Medina, Cut. 44 . . . . Cowes	1845	
July, 1853	†1854		HAMMERSLEY, H. M., Esq.		1895
		1854	Zoe, Sch. 161 . . . Lymington	1856	
		1857	Water Lily, Ywl. 34 . . ,,	1857	
		1858	Oak Apple, Ywl. 33 . . ,,	1866	
May, 1863	1863		HAMILTON, John, Esq.		1868
		1863	Hawk, SS. 118 . . . Liverpool	1865	
May, 1870	†1871		HAMILTON, Lieut.-Col.		1883
		1871	Caprice, Cut. 56 . . . . Cowes	1872	
May, 1885	1885		HAMILTON, Pryce, Esq.		
		1885	Cecile, SS. 272 . . . Shoreham	1890	
		1887	Giralda, SS. 301 . . . ,,	1889	
		1891	Harelda, Ywl. 79 . . . Cowes	1891	
		1891	Seahorse, SS. 110 . Southampton	1898	
May, 1885	1885		HAMILTON AND BRANDON, 12th Duke of, K.T.		1895
		1885	Thistle, SS. 544 . . . London	1895	
June, 1818	1818		HAMOND, Admiral of the Fleet, Sir Graham E., G.C.B., 2nd Bart.		1862
		1832	Ada, Cut. 38 . . . . Cowes	1833	
Aug., 1881	†1882		HAMPTON-LEWIS, Col.		
		1882	Queen Eleanor, Sch. 146 . Portsmouth	1892	

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July, 1838	†1839		HANHAM, William, Esq.			1843
		1838	Blue-eyed Maid, Cut. 56		1838	
		1839	Arundel, Ywl. 210	Cowes	1842	
Aug., 1870	†1871		HANKEY, F. A., Esq., M.P.			1891
		1871	Phœnix, Cut. 75	London	1871	
		1872	Nukteris, Sch. 130	Cowes	1878	
		1879	Ulva, SS. 350	London	1888	
June, 1820	1820		HARBOROUGH, 6th Earl of.			1830
		1820	Cygnet, Cut. 57	Dover	1823	
		1825	Ann, 42	Southampton	1825	
		1826	De Emmetje, Lug. 103	Dover	1830	
May, 1877	1877		HARCOURT, Aubrey, Esq.			
		1877	Phœnix, Ywl. 76	London	1887	
		1890	Heloise, Sch. 136	Poole		
May, 1846	1846		HARDWICKE, 4th Earl of.			1873
		1846	Susan, Cut. 40	Portsmouth	1855	
		1855	Susan, Ywl. 40	,,	1860	
		1861	Susan, Cut. 48	,,	1873	
May, 1875	1875		HARDWICKE, 5th Earl of.			1897
		1875	Aline, Sch. 216	Cowes	1877	
	1815	O.M.	*HARE, Hon. William.			1846
			2nd Son of 1st Earl of Listowel.			
		1817	Adelaide	Southampton	1818	
		1819	Clara, Cut. 15	,,	1822	
		1823	Frisk, Cut. 25	,,	1826	
		1825	Anne, Cut. 30	,,	1825	
		1825	Jane, Sch. 65	,,	1827	
		1838	Ann, Cut. 42	,,	1844	
		1845	Frisk, Cut. 47	,,	1845	
		1846	Fairy Queen, Sch. 67	,,	1846	
May, 1835	1835		HARLAND, Sir R., Bart.			1848
		1835	Will-o'-the-Wisp, Cut. 40	Ipswich	1837	
		1838	Will-o'-the-Wisp, Cut. 45	,,	1841	
July, 1818	1818		HARMAN, T., Esq.			1836
		1818	Wombwell, Cut. 33	London	1836	
May, 1869	1869		HARRINGTON, 7th Earl of.			1881
		1869	Diadem, Sch. 126	Dublin	1876	
		1874	Bessie, SS. 85	Cowes	1875	
		1876	Bessie, S.Sch. 130	,,	1881	
May, 1878	1878		HARRINGTON, 8th Earl of.			
			As Viscount Petersham.			
		1878	Gazelle, Cut. 47	Cowes	1881	
			As Earl of Harrington.			
		1882	Bessie, S.Sch. 138	,,	1883	

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May, 1823	1823		HARRIS, Lieut.-Col.			1828
		1823	Charming Molly, Sch. 30	Halifax, N.S.	1828	
May, 1900	1900		HARROWBY, 5th Earl of.			1900
		1900	Miranda, SS. 582	London	1900	
May, 1838	1838		HART, Marmaduke, Esq.			1841
		1838	Giaour, Cut. 37		1840	
May, 1851	1851		HARTOPP, Rev. R. P.			1854
		1851	Syren, Cut. 68	Portsmouth	1852	
		1853	Fancy, Sch. 104	,,	1854	
Aug., 1836	†1837		HARVEY, E. N., Esq.			1889
		1837	Iris, Cut. 75	Cowes	1837	
		1837	Menai, Sch. 175	,,	1837	
		1838	Menai, Brigne. 175	,,	1838	
		1840	Gitana, Sch. 168	,,	1842	
		1845	Emmeline, Brigne. 204	London	1846	
		1862	Amphitrite, Cut. 52	Southampton	1864	
		1869	Champion, Cut. 30	,,	1872	
May, 1859	1859		HARVEY, John, Esq.			1878
		1859	Claymore, Sch. 130	Southampton	1878	
May, 1866	1866		HASTINGS, 4th Marquis of.			1868
		1866	Lady-bird, Sch. 260	Cowes	1866	
May, 1878	1878		HASTINGS, 11th Lord.			
		1878	Aline, Sch. 210	Cowes	1881	
July, 1843			HAY, Lieut.-Col. C. C.			
			Norah, Cut. 70			
			In candidate-book as elected, but on no list.			
Aug., 1838	†1839		HAWLEY, Sir Joseph H., 3rd Bart.			1846
		1839	Mischief, Sch. 221	London	1844	
June, 1821			HEDGES, Hon. W. H. W.			
			See Earl of Bantry.			
July, 1834	1834		HENEAGE, E., Esq., M.P.			1856
		1834	Sparrow-hawk, Cut. 84	Cowes	1840	
July, 1827	1827		HENEAGE, G. W., Esq., M.P.			1841
		1827	Ondine, Cut. 56	Southampton	1828	
		1829	Harriet, Cut. 60	,,	1840	
Aug., 1865	†1866		HENEAGE, Charles, Esq.			1879
		1866	Dream, Ywl. 32	Ipswich	1867	
		1868	Wizard, Cut. 95	,,	1868	
		1869	Wizard, Ywl. 95	Portsmouth	1875	

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May, 1863	1863		HENRY, Capt. R. J.			1865
		1863	Wanderer, Sch. 65	Lymington	1864	
	1815	O.M.	*HERBERT, H. A., Esq.			1820
		1815	Coquette, Cut. 18	London	1819	
		1820	Desmond, Cut. 34	Rochester	1820	
Aug., 1823	1823		HERRINGHAM, Capt. W., R.N.			1848
		1823	Hind, Ywl. 21	Colchester	1829	
		1831	Will-o'-the-Wisp, Cut. 35	Portsmouth	1831	
Aug., 1886	1886		HERVEY, Henry, Esq., C.B.			
		1886	Gwynfa, Cut. 57	Cowes	1895	
June, 1829	1829		HESKETH, P., Esq.			1830
		1829	Lancaster Rose, Cut. 33	Lancaster	1830	
May, 1835	1835		HIBBERT, John, Esq.			1860
		1835	Neuha, Cut. 49		1837	
		1840	Water Lily, Ywl. 31	Cowes	1856	
		1857	Stella, Cut. 37	Lymington	1858	
Sept., 1842	†1843		HIGGINS, M. J., Esq.			1851
		1843	Charm, Cut. 73	Cowes	1843	
July, 1832	1832		HILL, Almon, Esq.			1853
		1832	De Emmetje, Lug. 103	London	1835	
		1836	Gondola, Sch. 141	Cowes	1837	
		1839	Ariel, Sch. 118	,,	1848	
		1851	Ione, Sch. 75	,,	1852	
May, 1854	1854		HILL, 2nd Viscount.			1875
		1854	Hawk, SS. 120		1862	
		1854	Skylark, Cut. 45		1855	
May, 1882	1882		HILL, T. D., Esq.			1883
		1882	Vega, Sch. 127	Portsmouth	1883	
Aug., 1887	†1888		HINDLIP, 2nd Lord.			1897
		1888	Snowdrop, Ywl. 63	Cowes	1888	
	1815	O.M.	*HIPPESLEY, Sir J. C., Bart.			1820
		1815	Polly, Cut. 25	Cowes	1819	
May, 1852	1852		HOARE, Richard, Esq.			1900
		1852	Gossamer, Cut. 45	Poole	1854	
May, 1854	1854		HOARE, M. E., Esq.			1859
		1854	Derwent, Sch. 117		1856	
May, 1851	1851		HODGES, Twisden, Esq., M.P.			1854
		1851	Laelia, Cut. 75	Poole	1853	

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July, 1832	1832		HOGHTON, Sir H. B., 8th Bart.			1862
			As H. B. Hoghton, Esq.			
		1832	Crusader, Cut. 39		1832	
May, 1844			As Sir H. B. Hoghton.			
			(Resigned in 1834; re-elected in 1844)			
		1844	Noran, Cut. 70 . . .	London	1848	
		1849	Gipsy Queen, Sch. 160 . .	Cowes	1859	
July, 1841	†1842		HOLCOMBE, Capt. F., R.H.A.			1852
		1842	Medina, Cut. 44	London	1843	
May 1865	†1866		HOOD, 4th Viscount.			1866
			Minx, Ywl. 69			
May, 1844	1844		HOPE, Henry, Esq., M.P.			1862
		1844	Zephyretta, Sch. 180 . .	Portsmouth	1847	
May, 1865	†1866		HOPE, Adrian E., Esq.			
		1866	Pilgrim, Sch. 125 .	Southampton	1867	
		1874	Castalia, Sch. 230 .	,,	1875	
		1876	Fortuna, Sch. 377 .	,,	1891	
		1877	Lulworth, Cut. 80 .	,,	1891	
Aug., 1824	1824		HOPKINS, H., Esq.			1834
		1824	Medora, Cut. 47 . .	Southampton	1833	
July, 1830	1830		HORNBY, Wm., Esq.			1848
		1830	Forest Fly, Cut. 31 .	Southampton	1838	
		1839	Forest Fly, Cut. 36 .	,,	1848	
May, 1837	1837		HORNER, F., Esq.			1840
		1837	Heron, Cut. 46	Cowes	1839	
May, 1857	1857		HOULDSWORTH, John, Esq.			1859
		1857	Julia, Ywl. 122		1859	
May, 1866	1866		HOULDSWORTH, Wm., Esq.			1899
		1866	Condor, Cut. 130 . .	Greenock	1866	
		1873	Morna, Sch. 268 . . .	Portsmouth	1875	
		1882	Lancashire Witch, SS. 490 .	Liverpool	1884	
May, 1858	1858		HOUSTON, John B., Esq.			1862
		1858	Ovoca, Sch. 50 . . .	Lymington	1858	
May, 1870	†1871		HOWE, 2nd Earl.			1875
			As Viscount Curzon, M.P.			
		1871	Lynx, SS. 55			
			As Earl Howe.			
		1871	Mona, SS. 272 . .	Southampton	1875	
May, 1852	1852		HUEY, Lieut.-Col. R. W.			1860
		1852	Osprey, Cut. 45		1860	

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May, 1854	1854		HUGHAN, Thomas, Esq.		1878
		1854	Gondola, Cut. 87 . . . Portsmouth	1856	
		1865	Aurora, Cut. 60 . . . . Cowes	1865	
		1866	Peri, Cut. 82 . . . . ,,	1867	
Sept., 1866	1886		HUGHES, Capt.		1878
		1866	Vanguard, Cut. 60 . . . Cowes	1868	
May, 1851	1851		HULSE, Sir Edward, 5th Bart.		1880
			As Edward Hulse, Esq.		
		1851	Gem, Sch. 125 . . . . Cowes	1852	
May, 1894	1894		HUTH, Ferdinand Marshall, Esq.		
		1894	Cassandra, SS. 109 . Southampton	1898	
		1900	Cassandra, SS. 182 . ,,	1900	
		1901	Cassandra, SS. 222 . ,,		
	1896		PRINCE IBRAHAM HALIM PASHA.		
		1896	Aline, Sch. 216 . . Constantinople		
May, 1826	1826		ILCHESTER, 3rd Earl of.		1857
		1826	Petrel, Cut. 85 . . Southampton	1833	
		1834	Petrel, Cut. 98 . . ,,	1857	
	1879		INVERCLYDE, 1st Lord, of Castle Wemyss.		1900
			As John Burns, Esq.		
		1879	Matador, SS. 220 . . Glasgow	1880	
		1882	Jacamar, SS. 451 . . ,,	1883	
		1883	Capercailzie, SS. 521 . . ,,	1890	
			As Sir John Burns, Bart., of Castle Wemyss.		
		1891	Capercailzie, SS. 521 . . ,,	1891	
		1892	Capercailzie, SS. 772 . . ,,	1897	
			As Lord Inverclyde, of Castle Wemyss.		
		1898	Capercailzie, SS. 772 . . ,,	1900	
Aug., 1901	1901		INVERCLYDE, 2nd Lord, of Castle Wemyss.		
		1901	Capercailzie, SS. 772 . . Glasgow		
May, 1883	1883		IVEAGH, 1st Lord, K.P.		
			As Edward Guinness, Esq.		
		1883	Cetonia, Sch. 203 . . . Cowes	1884	
			As Sir E. C. Guinness, Bart.		
		1885	Cetonia, Sch. 203 . . . ,,	1890	
		1885	Ceto, SS. 106 . . . . ,,	1887	
			As Lord Iveagh.		
		1891	Cetonia, Sch. 203 . . . ,,		
Aug., 1901	1901		JACKSON, Sir John.		
		1901	Gelert, SS. 122 . . . Carnarvon		

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May, 1887	†1888		JAMES, F. L., Esq.			1889
		1888	Lancashire Witch, S.Sch. 479	Liverpool	1889	
May, 1891	1891		JAMES, William, Esq.			
		1891	Lancashire Witch, S.Sch. 479	Liverpool	1893	
May, 1839	1839		JEKYLL, Joseph, Esq.			1841
		1839	Louisa, Ywl. 162	London	1841	
Aug., 1826	1826		JOHNSTONE, Lieut.-Gen. Sir W., K.C.B.			1843
		1826	Giulia, Cut. 42	Cowes	1828	
		1829	Mary, Cut. 53	Southampton	1832	
		1833	Mary, Cut. 62	,,	1843	
May, 1834	1834		JOHNSTONE, Sir Fredk., 7th Bart.			1839
		1834	Elizabeth, Cut. 65	Cowes	1837	
May, 1900	1900		JOHNSTON-STEWART, Capt. S. H.			
		1900	Candida, SS. 229	Glasgow		
July, 1844	1844		JONES, Benjamin H., Esq.			1871
		1844	Psyche, Cut. 60	Southampton	1846	
		1847	Bacchante, Cut. 80	Poole	1863	
		1865	Speranza, Ywl. 100	Liverpool	1871	
Aug., 1863	†1864		JONES, Inglis, Esq.			1879
		1864	Viking, Sch. 142	Cowes	1865	
		1868	Miranda, Ywl. 93	,,	1870	
July, 1868	1868		JONES, Col. Inigo.			1877
		1868	Mischief, Cut. 30	Weymouth	1870	
Aug., 1890	†1891		JONES, F. A. G., Esq.			
		1891	Gladwyn, SS. 201	Portsmouth	1896	
Aug., 1858	1858		KAVANAGH, Rt. Hon. Arthur, M.P.			1889
		1858	Corsair, Cut. 105	Lymington	1859	
		1861	Eva, Sch. 130	,,	1873	
		1882	Water Lily, SS. 52	Southampton	1889	
May, 1829	1829		KEAN, Capt. J., R.N.			1842
		1829	Turk, Cut. 44	Southampton	1842	
		1840	Wave, Cut. 54	,,	1842	
May, 1838	1838		KEANE, Capt. George.			1845
		1838	Amazon, Cut. 75	Cowes	1839	
		1840	Osprey, Ywl. 45	,,	1841	
		1844	Hawk, Sch. 33	,,	1845	
May, 1845	1845		KEANE, 2nd Lord.			1847
		1845	Syren, Sch. 161	Portsmouth	1846	

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July, 1872	1872		KELVIN, 1st Lord, of Largs, F.R.S.		
			As Sir Wm. Thomson.		
		1872	Lalla Rookh, Sch. 126 . Liverpool	1888	
June, 1820	1820		KEMYS, Sir R. J. A., Bart.		1826
		1820	Harrier, Ywl. 36 . . Southampton	1826	
Aug., 1865	†1866		KENMARE, 3rd Earl of, K.P.		
			As Viscount Castlerosse.		
		1866	Minx, Ywl. 69 . . . . Cowes	1870	
		1866	Daphne, Sch. 167 . . . . ,,	1866	
Sept., 1866	1866		KENNARD, Adam, Esq.		
		1866	St. Ursula, Sch. 196 . Southampton	1871	
May, 1831	1831		KENNEDY, John, Esq.		1839
		1831	Water Witch, Cut. 44 . . . Belfast	1839	
Aug., 1901	1901		KING, Sir H. Seymour, K.C.I.E., M.P.		
		1901	Glory, Ywl. 207 . . . Portsmouth		
July, 1868	1868		KING, Sir Richard, 3rd Bart.		1885
		1868	Diadem, Sch. 126 . . . Poole	1868	
Aug., 1828	†1829		KINGSCOTE, Col. Robert.		1839
		1829	Nettle, Cut. 50 . . . . Bristol	1829	
		1830	Nettle, Cut. 57 . . . . ,,	1839	
	1815	O.M.	*KIRKWALL, 2nd Viscount.		1820
			Son of the 3rd Countess of Orkney.		
			(Died in 1820, not succeeding.)		
		1815	Lively, Cut. 30 . . . Beaumaris	1819	
		1820	Columbine, Ywl. 22 . . London	1820	
Aug., 1825			KIRKWALL, Viscount.		
			See 5th Earl of Orkney.		
	1881		KNUTH, Count of.		1888
			(Lehnsgreve Knuthenborg.)		
			Margrethe, Sch. 149	1883	
July, 1844	1844		LACON, John E., Esq.		1848
		1844	Spider, Cut. 33	1847	
Aug., 1877	1877		LAMBERT, Charles J., Esq.		1888
		1877	Meteor, SS. 199 . . . . Cowes	1878	
		1879	Wanderer, SS. 705 . . . ,,	1888	
May, 1826			LAMBTON, Geo. John, Esq., M.P.		
			See 1st Earl of Durham.		

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May, 1848	1848		LAMBTON, Hedworth, Esq.			1876
		1848	Cygnet, Cut. 35		1858	
		1860	Isabel, Ywl. 35	Cowes	1864	
Aug., 1873	1873		LAMINGTON, 1st Lord.			1889
			As Baillie-Cochrane, Esq., M.P.			
		1873	Dawn Sch. 74	Cowes	1876	
May, 1864	1864		LANCASTER, John, Esq.			1883
		1864	Deerhound, SS. 190	Liverpool	1867	
		1871	Ceres, SS. 305	,,	1871	
		1872	Red Rose, SS. 480	,,	1882	
May, 1833	1833		LANE, Rev. T. L.			1875
		1833	Turquoise, Cut. 77	Cowes	1833	
		1834	Royalist, Sch. 142	,,	1835	
Aug., 1889	1889		LANGRISHE, H. R., Esq.			
		1889	Samœna, Cut. 94	Southampton	1891	
July, 1830	1830		LATHAM, Wm., Esq.			1840
		1830	Druid, Cut. 45	Cowes	1831	
May, 1898	1898		LATHOM, 1st Earl of, G.C.B.			1898
		1898	Morven, SS. 352	Greenock	1898	
May, 1899	1899		LATHOM, 2nd Earl of.			
		1899	Morven, SS. 352	Greenock		
Aug., 1892	1892		LAYCOCK, T. F., Esq.			
		1892	Lady Sibelle, Sch. 183	London	1892	
		1893	Valhalla, SS. 1,500	Portsmouth	1897	
		1899	Gudruda, Ketch, 176	Southampton		
May, 1834	1834		LECHE, J. H., Esq.			1844
		1834	Nancy, Cut. 59	Chester	1844	
July, 1857	†1858		LEE, Charles, Esq.			1860
		1858	Derwent, Sch. 117	Cowes	1860	
July, 1872	1872		LEE, F. R., F.R.A.			1878
		1872	Linda, Sch. 126	Portsmouth	1878	
June, 1822	1822		LEEDS, Sir George, 1st Bart., Equerry to H.R.H. the Duke of Sussex.			1834
		1822	Emerald, Cut. 16	Cowes	1828	
		1823	Ruby, Cut. 50	Ipswich	1824	
		1826	Sabrina, Cut. 84	Cowes	1826	
		1828	Charlotte, Cut. 66	,,	1829	

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May, 1835	1835		LEEDS, 8TH DUKE OF.		1872
			AS LORD GODOLPHIN.		
		1835	Arrow, Cut. 84 . . Southampton	1845	
		1848	Ariadne, Cut. 84 . . . . Cowes	1849	
		1851	Coquette, Sch. 40 . . . . ,,	1854	
			AS DUKE OF LEEDS.		
		1858	Deerhound, SS. 130 . . Liverpool	1858	
		1861	Florence, Sch. 162 . . . Cowes	1871	
Aug. ,1893	†1894		LEEDS, 10TH DUKE OF.		
			AS MARQUIS OF CARMARTHEN, M.P.		
		1894	Lohengrin, Ywl. 61 . . . Cowes	1895	
		1897	Corisande, Ywl. 145 . . . ,,	1897	
		1898	Corisande, Ketch, 160		
May, 1861	1861		LEGARD, CAPT. J. A., K.T.S., R.N.		1868
		1861	Koh-i-noor, Sch. 42 . . . Cowes	1866	
May, 1841	1841		LEGH, THOMAS, ESQ.		1856
		1841	Breeze, Cut. 55 . . . Portsmouth	1844	
		1845	Maud, Sch. 119 . . . ,,	1850	
May, 1874	1874		LEIGH, GERARD, ESQ.		1874
		1874	Guinevere, Sch. 308 . . Portsmouth	1874	
May, 1880	1880		LEIGH, HENRY GERARD, ESQ.		1899
		1880	Anemone, Ywl. 80 . . London	1880	
		1881	Beatrix, Sch. 156 . Southampton	1888	
July, 1832	1832		LEIGH, WILLIAM, ESQ.		1835
		1832	Ellen, Cut. 47	1833	
July, 1846	†1847		LE MARCHANT-THOMAS, ESQ.		1890
		1847	Aurora, Cut. 42 . . . . Cowes	1849	
		1850	Aurora, Cut. 47 . . . . ,,	1852	
		1853	Aurora, Cut. 60 . . . . ,,	1863	
July, 1865	†1866		LENNOX, RT. HON. HENRY GORDON-, M.P.		1885
			3RD SON OF 5TH DUKE OF RICHMOND.		
		1866	Hirondelle, Cut. 68 . . . Poole	1871	
		1873	Cuckoo, Cut. 93 . . . . Cowes	1874	
May, 1884	1884		LENNOX, LORD ALEXANDER GORDON-.		1891
			4TH SON OF 5TH DUKE OF RICHMOND.		
		1884	St. Agnes, SS. 243 . . London	1887	
		1890	St. Agnes, SS. 243 . . ,,	1891	
Aug., 1893	†1894		LENNOX, COL. LORD ALGERNON GORDON-.		
		1894	Volante, Ywl. 55 . . . Ipswich	1894	

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May, 1847	1847		LESLIE, C. P., Esq., M.P.			1870
		1847	Sybil, Sch. 117	Portsmouth	1847	
		1848	Bianca, Sch. 32	,,	1850	
		1851	Destiny, Sch. 107	,,	1851	
Aug., 1858	1858		LETHBRIDGE, J. P., Esq.			1866
		1858	Lady-bird, Cut. 35	Weymouth	1866	
	1815	O.M.	*LEWIN, Thos., Esq.			1828
		1815	Halcyon, Cut. 42	Southampton	1819	
		1825	Syren, Cut. 32	Portsmouth	1828	
July, 1852	†1853		LEYLAND, Capt.			1875
		1853	Sylphide, Ship, 481	London	1859	
May, 1895	1895		LEYLAND, C. J., Esq.			
		1895	Tourmaline, SS. 183	Liverpool	1897	
Aug., 1853	†1854		LICHFIELD, 2nd Earl of.			1887
			As Viscount Anson, M.P.			
		1853	Plover, Cut. 35		1854	
			As Earl of Lichfield.			
		1854	Gondola, Cut. 87	Cowes	1854	
		1871	Cyclone, Brigne. 155	,,	1878	
July, 1856			LIDDELL, Charles, Esq.			
			Maritana, Cut. 57			
May, 1889	1889		LIEBERT, Edmund B., Esq.			
		1889	Gladys, SS. 178	Southampton	1892	
May, 1828	1828		LIGHT, Col. William.			1838
		1828	Gulnare, Cut. 43	Southampton	1832	
Aug., 1873	1873		LILFORD, 4th Lord.			1888
		1873	Zara, Sch. 312	London	1880	
		1879	Glowworm, SS. 300	Southampton	1888	
May, 1873	1873		LILLINGSTON, Lieut. Innes, R.N.			
		1873	Sibyl, Sch. 123	Cowes	1876	
		1877	Iolair, SS. 65	Greenock	1878	
		1878	Lavrock, Ywl. 60	Southampton	1878	
		1885	Alerte, Cut. 56	Cowes	1885	
		1891	Kirmew, Ywl. 71	London	1895	
July, 1849			LINCOLN, Earl of.			
			See 5th Duke of Newcastle.			
	1815	O.M.	*LINDEGREN, John, Esq.			1841
		1815	Dove, Cut. 55	Portsmouth	1829	
		1835	Vampire, Cut. 49	,,	1839	
May, 1874			LINDSAY, Lord.			
			See 26th Earl of Crawford and Balcarres.			

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May, 1865	†1866		LISMORE, 2ND VISCOUNT.			1881
			Ione, Sch. 75			
		1866	Myth, Sch. 120	Cowes	1867	
		1869	Jessica, Ywl. 50	,,	1873	
May, 1826	1826		LISTOWEL, 1ST EARL OF.			1837
		1826	Ann, Cut. 42	Southampton	1837	
May, 1901	1901		LISTOWEL, 3RD EARL OF, K.P.			
		1901	Monsoon, SS. 232	Southampton		
July, 1859	1859		LITCHFORD, JOHN, ESQ.			1861
		1859	Fox, Cut. 35	Cowes	1860	
		1861	Vixen, Sch. 116	Lymington	1861	
Aug., 1852	†1853		LITTLEDALE, T., ESQ.			1860
		1853	Ariel, Sch. 148	Mersey	1856	
May, 1885	1885		LLANGATTOCK, 1ST LORD.			
			As J. A. ROLLS, ESQ., M.P.			
		1885	Santa Maria, SS. 340	London	1892	
			As LORD LLANGATTOCK.			
		1893	Santa Maria, SS. 340	London		
	1815	O.M.	*LLOYD OF MARLE.			1815
			No yacht known.			
May, 1868	1868		LOCKHART, SIR N. M., 4TH BART.			1870
		1868	Daphne, Sch. 160	Cowes	1870	
Aug., 1872	1872		LOCKHART, SIR SIMON, 5TH BART.			
		1872	Daphne, Sch. 160	Cowes	1893	
May, 1850	1850		LONDESBOROUGH, 1ST LORD.			1859
		1850	Novice, Sch. 79	Portsmouth	1850	
		1851	Derwent, Sch. 115	,,	1852	
		1851	Mosquito, Cut. 49	London	1853	
		1853	St. Ursula, Sch. 180	Portsmouth	1854	
		1855	Minx, Ywl. 68	Cowes	1857	
		1858	Ursuline, Ywl. 112	,,	1859	
	1860		LONDESBOROUGH, 1ST EARL OF.			1899
			As LORD LONDESBOROUGH.			
		1860	Ursuline, Ywl. 142	Lymington	1860	
		1861	Albertine, Sch. 156	,,	1866	
May, 1846	1846		LONDONDERRY, 5TH MARQUIS OF.			1884
			As VISCOUNT SEAHAM.			
		1846	Wave, Cut. 54		1847	
		1848	Coral Queen, Sch. 117	Portsmouth	1848	
			As EARL VANE.			
		1855	Lotus, Sch. 188	Portsmouth	1868	
		1868	Cornelia, SS. 305		1872	
			As MARQUIS OF LONDONDERRY.			
		1873	Cornelia, SS. 500	Sunderland	1884	

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May, 1877	1877		LONSDALE, 4TH EARL OF.			1881
		1877	Northumbria, SS. 424	Newcastle	1881	
		1877	Hornet, Sch. 140	Cowes	1878	
May, 1894	1894		LONSDALE, 5TH EARL OF.			
		1894	Verena, Sch. 297	London	1895	
Aug., 1877	1877		LOUDOUN, 11TH EARL OF.			
		1877	Diadem, Sch. 126	Dublin	1881	
May, 1840			LOVAINE, LORD. *See* 5TH DUKE OF NORTHUMBERLAND.			
July, 1865	†1866		LOYD, COL. EDWARD.			1890
		1866	Menai, Cut. 80	Cowes	1866	
		1866	Gelert, Sch. 168	,,	1870	
		1871	Day Dream, Ywl. 92	,,	1876	
		1877	Gwynfa, Cut. 60	,,	1878	
		1880	Etona, Ywl. 45	,,	1887	
		1885	Lotus, SS. 70	Greenock	1890	
May, 1892	1892		LOYD, L. FOSTER, ESQ.			
		1892	Lotus, SS. 70	Greenock		
Sept., 1844			LUMLEY, RICHARD, ESQ. *See* 9TH EARL OF SCARBOROUGH.			
July, 1857	†1858		LUMSDEN, T. G., ESQ.			1863
			Waterwitch, Sch. 63			
		1858	Peri, Sch. 66	Cowes	1860	
		1861	Delaware, Cut. 55	Lymington	1861	
July, 1858	1858		LYBBE-POWYS, P. L., ESQ., M.P.			1875
			As P. L. POWYS, ESQ.			
		1858	Anaconda, Sch. 101	Portsmouth	1862	
		1862	Zoe, Sch. 55	Southampton	1862	
			As P. LYBBE-POWYS, ESQ.			
		1863	Anaconda, Sch. 161	Southampton	1863	
		1863	Zoe, Sch. 88	,,	1863	
		1867	Ruby Queen, Sch. 130	,,	1868	
		1867	Panther, Sch. 100	,,	1870	
	1825		LYONS, CAPT.			1827
		1825	Queen Mab, Cut		1826	
			Elected honorary member. No mention of his qualifying, but on R.Y.S. list.			
May, 1827	1827		LYON, JAMES, ESQ.			1854
		1827	Blue-eyed Maid, Cut. 40	Cowes	1829	
		1830	Blue-eyed Maid, Cut. 50	,,	1833	
		1834	Mischief, Brigne. 221	,,	1834	
		1836	Breeze, Cut. 55	Portsmouth	1840	
		1846	Drift, Cut. 55	,,	1847	
		1851	Drift, Cut. 55	,,	1852	

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Aug., 1833	†1834		LYON, Major William			1865
		1834	Turquoise, Cut. 77	Cowes	1835	
		1835	Mischief, Brigne. 221	,,	1838	
		1840	Merlin, Sch. 104	Portsmouth	1842	
		1841	Circassian, Sch. 160	,,	1843	
		1844	Georgian, Sch. 168	London	1846	
		1848	Fair Rosamond, Sch. 123	Portsmouth	1850	
May, 1897	1897		LYON, Fitzroy D.			
		1897	Inva, S.Sch. 248	Portsmouth	1900	
Aug., 1890	†1891		LYSAGHT, John, Esq.			1895
		1891	Semiramis, SS. 703	Leith	1891	
		1893	Cleopatra, SS. 650	,,	1894	
May, 1839	†1840		MACDONALD, Donald, Esq.			1842
			Lord of the Isles, Cut. 42		1839	
		1840	Syren, Cut. 39		1842	
May, 1854	1854		MACDONALD, 4th Lord.			1863
		1854	Plover, Cut. 35		1855	
		1856	Gannet, Ywl. 42	Armidale	1863	
May, 1881	1881		MACDONALD, 6th Lord.			1881
		1881	Lady of the Isles, SS. 148	Glasgow	1881	
	1883		Reinstated.			1897
		1883	Lady of the Isles, SS. 148	Glasgow	1885	
Aug., 1888	†1889		MACDONALD, John, Esq.			1891
		1889	Elfrida, SS. 159	Leith	1891	
Sept., 1870			MACDUFF, Viscount. *See* Duke of Fife.			
May, 1888	1888		MACGREGOR, Lieut.-Col. A. D.			1894
		1888	Amphitrite, Sch. 161	Portsmouth	1892	
June, 1822	1822		MACKENZIE, Lieut.-Gen. Kenneth.			1832
		1822	Highland Lass, Ywl. 25	Southampton	1832	
May, 1845	1845		MACKINNON, Capt. L. B., R.N.			1858
		1845	Julia, Sch. 42	Southampton	1847	
May, 1887	†1888		MACKINNON, Sir Wm., 1st Bart., C.I.E.			1893
			As William Mackinnon, Esq.			
		1888	Cornelia, SS. 544	Sunderland	1888	
			As Sir William Mackinnon, Bart.			
		1889	Cornelia, SS. 544	Sunderland	1893	
July, 1850	†1851		MACLEAN, Col. Sir C. F., 9th Bart.			1859
		1851	Flirt, Sch. 155	Cowes	1859	

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July, 1857	†1858		McClintock, Admiral Sir F. Leopold, K.C.B., F.R.S.		1860
			As Capt. Sir Leopold McClintock, R.N.		
		1858	Fox, SS. 320 . . . London	1859	
Aug., 1900	†1901		McCalmont, Col. Barklie.		
		1901	Madeline, SS. 126 . . Portsmouth		
May, 1894	1894		McCalmont, Harry, Esq., M.P.		
		1894	Giralda, SS. 301 . . . Shoreham	1894	
		1895	Giralda, Twin SS. 1,508 . Glasgow	1897	
		1901	Banshee, SS. 993 . . London		
July, 1832	1832		MADDEN, Col.		1837
		1832	Corsair, Cut. 84 . . . . Cowes	1835	
May, 1838	1838		MAGENIS, F. R., Esq.		1841
		1838	Zebra, Cut. 51	1839	
May, 1856	1856		MAGENIS, F. R., Esq.		1863
		1856	Drift, Cut. 50	1857	
		1858	Minx, Ywl. 68 . . . Lymington	1863	
May, 1826	1826		MAGNIAC, Daniel, Esq.		1830
		1826	Elizabeth, Cut. 66 . Southampton	1826	
July, 1869	1869		MAHON, H. P., Esq.		1893
		1869	Koh-i-noor, Sch. 42 . . . Cowes	1887	
May, 1874	1874		MALCOLM, W. R., Esq.		1885
		1874	Sheila, Ywl. 60 . . Southampton	1874	
Aug., 1896	1896		MALCOLM, 1st Lord, of Poltalloch.		1901
		1896	Lutra, SS. 156 . . . Greenock	1898	
		1899	Lutra, SS. 300	1901	
	1815	O.M.	*MALMESBURY, 2nd Earl of.		1818
			As Viscount Fitzharris.		
		1815	Medina, Cut. 70 . . . . Cowes	1818	
May, 1880	1880		MARCH, Earl of, M.P.		1895
			Eldest Son of 6th Duke of Richmond.		
		1880	Hildegarde, Sch. 205 . . Portsmouth	1884	
May, 1828	1828		MARKHAM, Col. Wm.		1846
		1828	Mary, Sch. 75 . . . . Cowes	1831	
		1834	Antelope, Cut. 90 . . Rochester	1839	
May, 1850	1850		MARKHAM, Col. Wm.		1851
		1850	Merlin, Sch. 104 . . . . Cowes	1851	

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May, 1862	1862		MARKHAM, Lieut.-Col. W. T.		1885
		1862	Sultana, Sch. 130 . . . Cowes	1863	
		1865	Pantomime, Sch. 140 . . . ,,	1869	
		1871	Harlequin, Sch. 98 . . . ,,	1873	
		1874	Ginevra, Sch. 146 . . . ,,	1874	
		1875	Vol-au-Vent, Cut. 104 . . . ,,	1881	
Aug., 1844	†1845		MARLBOROUGH, 6th Duke of.		1854
		1845	Wyvern, Sch. 205 . . Portsmouth	1853	
July, 1844	1844		MARLBOROUGH, 7th Duke of, K.G.		1882
			As Marquis of Blandford.		
		1844	Wave, Cut. 54	1845	
		1846	Fair Rosamond, Sch. 120 Portsmouth	1847	
			As 7th Duke, K.G.		
		1864	Balierina, Sch. 115 . Portsmouth	1864	
		1866	Queen Eleanor, Sch. 146 . ,,	1873	
		1874	Francesca, SS. 327 . . . Cowes	1882	
Sept., 1826	1826		MARTIN, Sir T. B., Vice-Admiral, K.C.B., Comptroller of the Navy. 4th Son of 1st Bart., Martin of Lockynge.		
		1826	Navy Board yacht	1831	
July, 1849	1849		MARTYN, Major Mountjoy.		1856
		1849	Fernande, Sch. 125 . . Portsmouth	1852	
Sept., 1867	1867		MARTYN, C., Esq.		1869
		1867	Gertrude, Ywl. 135	1869	
June, 1821	1821		MAXSE, James, Esq.		1863
		1821	Miranda, Cut. 147 . Southampton	1831	
		1823	Sabrina, Cut. 84 . . . . Cowes	1825	
July, 1828	†1829		MAXWELL, Sir Wm., 5th Bart. of Monreith.		1838
		1829	Dirk Hatrick, Ywl. 49 . . Wigtown	1830	
		1832	Dirk Hatrick, Ywl. 49 . . ,,	1832	
May, 1862	1862		MAXWELL, Sir Wm. Stirling, 9th Bart., of Pollok.		1877
			As Wm. Stirling, Esq., M.P.		
		1862	Ione, Sch. 75 . . . . Cowes	1864	
	1890		H.R.H. THE GRAND DUKE OF MECKLENBURG-SCHWERIN.		1897
		1895	Aranella, Cut. 31	1897	
Aug., 1863	1863		MEEK, George, Esq.		1874
		1864	Sappho, Sch. 104 . . . Newhaven	1866	

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June, 1829	1829		MEIKLAM, James, Esq.			1854
		1829	Rob Roy, Cut. 52	Southampton	1830	
		1830	Fanny, Cut. 75	Cowes	1837	
July, 1835	†1836		MEIKLAM, John, Esq.			1857
		1836	Amulet, Cut. 43	Cowes	1839	
		1841	Charm, Cut. 73	,,	1842	
May, 1837	1837		MEIKLAM, Robert, Esq.			1847
		1837	Crusader, Sch. 126	Cowes	1840	
		1841	Talisman, Cut. 87	,,	1843	
		1844	Talisman, Cut. 96	,,	1847	
	1815		MELVILLE, Lord, 2nd Viscount.			1831
		1815	Admiralty yacht		1830	
May, 1890	†1891		MEYRICK, Lieut.-Gen. A. W. H.			1901
		1891	Marcia, Sch. 165	Portsmouth	1901	
Aug., 1878	†1879		MIDDLETON, 9th Lord.			
		1879	Lady Eisa, SS. 160	Newcastle	1880	
May, 1849	1849		MILDMAY, Sir H. St. John, 5th Bart.			1852
		1849	Fairy, Sch. 143	Cowes	1852	
May, 1846	1846		MILES, George, Esq.			1847
		1846	Flower of Yarrow, Sch. 141		1847	
May, 1834	1834		MILL, Major James.			1839
		1834	Blue-eyed Maid, Cut. 50	Cowes	1835	
		1836	Noran, Cut. 70	London	1839	
May, 1853	1853		MILL, Sir J. B., Bart.			1859
		1853	Gem, Sch. 125	Cowes	1859	
May, 1890	†1891		MILLAR, C. G., Esq.			1899
		1891	Saide, SS. 383	Melbourne	1895	
		1899	Verena, Sch. 316	Cowes	1899	
Sept., 1826	1826		MILLS, John, Esq.			1835
		1826	Julia, Cut. 43	London	1830	
		1829	Harriet, Cut. 96	Cowes	1830	
May, 1828	1828		MILNER-GIBSON, Rt. Hon. Thos., M.P.			1883
			As T. M. Gibson, Esq., M.P.			
		1828	Will-o'-the-Wisp, Cut. 36	Aldborough	1830	
		1830	Therese, Cut. 121	Cowes	1836	
		1842	Claude, Ywl. 30	London	1844	
		1845	Sea Flower, Cut. 35	Southampton	1846	
			As Rt. Hon. Milner-Gibson, T., M.P.			
		1847	Sapphire, Sch. 65		1860	
		1861	Resolute, Cut. 76	Aldeburgh	1870	
		1871	Resolute, Cut. 80	,,	1883	

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May, 1843			MILTON, Viscount.			
			See 5th Earl Fitzwilliam.			
May, 1867	1867		MILWARD, Clement, Esq., Q.C.			1890
		1867	Opal, Ywl. 53	Poole	1874	
		1876	Beauseant, Sch. 141	Portsmouth	1882	
Aug., 1838	†1839		MITCHELL, Rowland, Esq.			1862
		1839	Ruby, Cut. 53	London	1841	
Aug., 1884	1884		MONTAGU of Beaulieu, 1st Lord.			
			As Lord Henry Scott.			
		1884	Heron, Ywl. 46	Cowes	1885	
			As Lord Montagu of Beaulieu.			
		1886	Heron, Ywl. 46	,,	1887	
May, 1892	1892		MONTAGU, Rear-Admiral Hon. Victor.			
			2nd Son of 7th Earl of Sandwich.			
		1892	Corsair, Cut. 60	Southampton	1892	
		1893	Vendetta, Cut. 76	,,	1893	
		1894	Carina, Cut. 69	Glasgow	1895	
May, 1894	1894		MONTGOMERY, S. H., Esq.			
		1894	Flying Cloud, Sch. 76	Cowes		
May, 1896	1896		MONTROSE, 5th Duke of, K.T.			
		1896	Fedora, SS. 358	Hull	1897	
		1898	Mione, SS. 634	London	1899	
May, 1827	1827		MOORE, John, Esq.			1844
		1827	Elizabeth, Cut. 65	Cowes	1833	
		1834	Reindeer, Cut. 95	,,	1835	
		1836	Reindeer, Cut. 107	,,	1844	
May, 1846	1846		MOORE, William, Esq.			1893
		1846	Hawk, Sch. 33	Cowes	1849	
		1851	Seagull, Cut. 52	,,	1853	
July, 1833	†1834		MORETON, Hon. Augustus.			1853
			Brother of the 1st Earl of Ducie.			
		1834	Zebra, Cut. 51	Cowes	1837	
		1838	Elizabeth, Cut. 65	,,	1853	
July, 1831	†1832		MORGAN, G. G., Esq.			1840
		1832	Harriet, Cut. 96	Wexford	1834	
		1834	Ann Eliza, Brig. 254		1840	
July, 1853	†1854		MORGAN, William, Esq.			1866
		1854	Raven, Cut. 76	Bristol	1856	
		1857	Minstrel, Ywl. 74	London	1863	
May, 1899	1899		MORLEY, Rt. Hon. Arnold.			
		1899	Alruna, Ywl. 126	Cowes		

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Aug., 1883	1883		MORLEY, S. H., Esq.			
		1883	Lorna, Ywl. 90	Portsmouth	1890	
July, 1848	†1849		MORTON, 20th Earl of.			1853
			As Lord Aberdour.			
			Menai, Sch. 175			
July, 1861	1861		MORTON, 21st Earl of.			
			As Lord Aberdour.			
		1861	Merlin, Sch. 64		1861	
		1862	Myth, Sch. 64	Hull	1865	
		1881	Queen of the Isles, SS. 70	Glasgow	1883	
		1884	Olivia, SS. 102	,,	1884	
			As Morton, Earl of.			
		1885	Olivia, SS. 102	Glasgow	1888	
		1889	Cressida, SS. 199	,,		
July, 1845	†1846		MOSS, Sir T. Edwards, 1st Bart.			1889
			As Thomas Moss, Esq.			
		1846	Phebe, Cut. 33	Liverpool	1846	
		1863	Hornet, Sch. 140	,,	1863	
May, 1853			MOUNT-CHARLES, Earl of.			
			See 3rd Marquis of Conyngham.			
Aug., 1873	1873		MOUNT EDGCUMBE, 4th Earl of, G.C.V.O.			
		1873	Gipsy, Ywl. 40	Fowey	1878	
		1899	Arethusa, Cut. 59	Cowes		
May, 1860			MULHOLLAND, John, Esq., M.P.			
			See 1st Lord Dunleath.			
Aug., 1897	†1898		MULHOLLAND, Hon. A. S.			
		1898	Maya, Ywl. 80	Cowes	1899	
July, 1827	1827		MURRAY, Alexander, Esq.			1845
		1827	Sabrina, Cut. 84	Cowes	1830	
		1832	Sabrina, Cut. 84	,,	1836	
		1835	Miranda, Cut. 164	London	1840	
May, 1828	1828		MURRAY, John Digby, Esq.			1837
		1828	Peri, Cut. 42	Southampton	1834	
May, 1835	1835		MURRAY, Sir Archibald, 9th Bart. (of Black Barony).			1849
		1835	Peri, Sch. 59	Cowes	1839	
May, 1845	1845		MURRAY, John Digby, Esq.			1848
		1845	Gitana, Sch. 168	Portsmouth	1846	
Aug., 1881	†1882		MURRAY, Major William.			1897
		1882	Erminia, Tps. Sch. 270	Cowes	1884	

Elected.	First Year on R.Y.S. List.	Yacht on List.	Members.	Port of Registry.	Yacht off List.	Last Year on R.Y.S. List.
July, 1846	1846		NAYLOR, Richard C., Esq.			1899
		1846	Sultana, Cut. 100	Cowes	1852	
		1853	Constance, Sch. 249	,,	1857	
		1881	Shamrock, Sch. 297	London	1881	
		1896	Caprice, Cut. 56	Cowes	1898	
		1896	Vol-au-Vent, Ywl. 104	,,	1897	
May, 1853	1853		NAYLOR, John, Esq.			1888
		1853	Hornet, Cut. 40		1853	
		1854	Hornet, Sch. 140	Liverpool	1862	
		1863	Sabrina, Sch. 267	Cowes	1887	
Sept., 1839	†1840		NEIL, James, Esq.			1842
			Louisa, Sch. 130			
Sept., 1828	†1829		NEWBOROUGH, 2nd Lord.			1832
		1829	Sapphire, Cut. 69	Beaumaris	1832	
May, 1833	1833		NEWBOROUGH, 3rd Lord.			1837
		1833	Sapphire, Cut. 69	Beaumaris	1836	
July, 1849	1849		NEWCASTLE, 5th Duke of.			1864
			As Earl of Lincoln.			
		1849	Gitana, Sch. 168	Portsmouth	1850	
			As Duke of Newcastle.			
		1851	Gitana, Sch. 168	,,	1852	
June, 1818	1818		NEWMAN, R. W., Esq.			1831
		1818	Sylph, Cut. 52	Dartmouth	1831	
July, 1862	1862		NICOLL, Lieut.-Col. S. J. L.			1896
		1862	Zouave, Sch. 105	Southampton	1868	
May, 1823	1823		NORFOLK, 12th Duke of.			1841
		1823	Swallow, Cut. 124	Arundel	1829	
		1830	Arundel, Cut. 188	,,	1837	
Aug., 1881	†1882		NORFOLK, 15th Duke of, K.G.			
		1882	North Star, SS. 164	Cowes	1882	
		1883	Star of the Sea, SS. 480	Littlehampton	1888	
May, 1849	1849		NORMANTON, 3rd Earl of.			1896
			As Viscount Somerton.			
		1849	Duchess, Ywl. 31	Portsmouth	1850	
May, 1900	1900		NORMANTON, 4th Earl of.			
		1900	Dolphin, Ywl. 53	Cowes	1900	
		1901	Roseneath, Sch. 52	Southampton		
July, 1862	1862		NORRIS, Capt. W.			1864
		1862	Lavrock, Cut. 72	Cowes	1863	
	1815	O.M.	*NORTH, Rev. C. A.			1825
		1815	Lord Nelson, Cut. 75	Portsmouth	1825	

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May, 1840	1840		NORTHUMBERLAND, 5TH DUKE OF.			1847
			As Lord Lovaine.			
		1840	Turquoise, Cut. 78	London	1841	
		1845	Snake, Cut. 66		1846	
	1815	O.M.	*NUGENT, Rt. Hon. 1ST AND LAST Lord.			1817
		1815	Flying Fish, Sch. 74	Dover	1817	
May, 1839	1839		OGLANDER, Sir Henry, 7TH Bart. and Last.			1873
			As Henry Oglander, Esq.			
		1839	Matilda, Cut. 44	Cowes	1841	
		1841	Witch, Cut. 70	,,	1847	
		1848	Sybil, Sch. 104	,,	1852	
			As Sir Henry Oglander, Bart.			
		1852	Ione, Sch. 75	,,	1856	
		1857	Firefly, S.Sch. 205	,,	1860	
		1861	Firefly, S.Sch. 230	,,	1873	
May, 1834	1834		OLIVE, Charles, Esq.			1838
		1834	Phœbe, Sch. 32	Cowes	1838	
Aug., 1825	†1826		ORKNEY, 5TH Earl of.			1876
			As Viscount Kirkwall.			
		1826	Lancer		1826	
			As Lord Orkney.			
		1833	Jack-o'-Lantern, Sch. 140	London	1844	
		1846	Apsara, Cut. 53	Cowes	1862	
		1863	Medora, Cut. 70	,,	1867	
May, 1838	1838		ORMATHWAITE, 1ST Lord.			1880
			As Sir J. B. Walsh, Bart., M.P.			
		1838	Neuha, Cut. 49	Cowes	1838	
		1840	Amazon, Cut. 75	,,	1856	
		1857	Amazon, Cut. 85	,,	1861	
		1862	Amazon, Ywl.	,,	1867	
			As Lord Ormathwaite.			
		1868	Amazon, Ywl. 85	,,	1870	
July, 1841	†1842		ORMONDE, 2ND Marquis of.			1854
		1842	Gem, Sch. 125	Portsmouth	1843	
		1849	Mirage, Sch. 126	Southampton	1854	
May, 1867	1867		ORMONDE, 3RD Marquis of, K.P.			
		1867	Koh-i-noor, Sch. 44	Cowes	1867	
		1869	Mirage, Sch. 200	Southampton	1880	
		1883	Mirage, SS. 186	,,		
July, 1830	1830		ORMSBY, Sir T., Bart.			1833
		1830	Witch, Cut. 63	Colchester	1833	
Aug., 1901			ORR-EWING, Capt. J.			
		1901	Yeldiz. Ywl. 48	Cowes		

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May, 1896	1896		ORR-EWING, Major J. A.		1899
		1896	Mohawk, Cut. 65 . Southampton	1897	
		1898	Ros Marine, SS. 214 . . . Ayr	1899	
	1896		ORR-EWING, C. L., Esq., M.P.		
		1896	Rainbow, S.Sch. 214 . . . Ayr	1897	
		1898	Rainbow, Sch. 316		
			Kriemhilda, Ywl. 106 . . . Cowes		
May, 1884			PACK, A. REYNELL-, Esq. *See* Reynell-Pack.		
Aug., 1817	1817		PAGET, Rt. Hon. Sir A., G.C.B. 2nd Brother of 1st Marquis of Anglesey.		1839
		1817	Union, Cut. 48 . . Southampton	1828	
		1830	Nymph, Cut. 31 . . . ,,	1833	
Aug., 1817	1817		PAGET, Capt. Hon. Chas., Vice-Admiral, G.C.B. 4th Brother of 1st Marquis of Anglesey.		1820
		1817	Anglesey, Cut. 41 . Southampton	1820	
May, 1873	1873		PAGET, Lieut.-General Lord George. 8th Son of 1st Marquis of Anglesey.		1879
		1873	Sultana, Sch. 140 . . . Cowes	1879	
	1831		PAKINGTON, J. S., Esq., M.P.		1843
		1831	Liberty, Cut. 42 . . . . Cowes	1834	
		1836	Ganymede, Cut. 69 . . . . ,, (No record of date of election.)	1837	
May, 1853			PALK, Sir Laurence, Bart., M.P. *See* Lord Haldon.		
July, 1865	†1866		PALMER, Rev. J. N.		
		1866	Amphitrite, Cut. 52 . Southampton	1866	
		1872	Gazelle, Cut. 42 . . . . Cowes	1874	
		1877	Dolphin, Cut. 54 . . . Dartmouth	1884	
May, 1823	1823		PARE, Rev. F. H.		1831
		1823	Rosabelle, Cut. 23 . . . Cowes	1828	
May, 1831	1831		PARKER, Sir Hyde, 8th Bart.		1853
		1831	Rob Roy, Cut. 52 . . . Cowes	1833	
		1836	Turquoise, Cut. 77 . . . ,,	1839	
		1840	Louisa, Sch. 123 . . . . ,,	1845	
		1847	Fairy, Sch. 143 . . . . ,,	1848	
		1851	Frisk, Cut. 47 . . . . ,,	1851	
		1852	May-fly, Sch. 95 . . . . ,,	1852	

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May, 1851	1851		PARKER, Joseph, Esq.			1859
		1851	Magician, Cut. 62		1852	
		1852	Swordfish, Cut. 31	Southampton	1854	
May, 1837	1837		PATERSON, George, Esq.			1843
		1837	Zadora, Cut. 32	Southampton	1838	
July, 1861	1861		PAWSON, W. J., Esq.			1889
		1861	Zoraide, Sch. 143	Cowes	1864	
		1865	Zoraide, Sch. 155	,,	1868	
		1871	Ptarmigan, Sch. 184	,,	1876	
		1878	Blandusia, SS. 161	,,	1888	
		1889	Euphrosyne, SS. 223	,,	1889	
Aug., 1816	1816		PEACH, S. P., Esq.			1831
		1816	Dormouse, Ywl. 15	Bristol	1825	
		1827	Hybrid, Cut. 15	Gloucester	1828	
		1829	Ellin, Cut. 46	Bristol	1831	
May, 1841	1841		PEARETH, William, Esq.			1855
		1841	Ariadne, Cut. 85	Dover	1842	
		1843	Fairy, Sch. 143	Cowes	1846	
		1847	Gauntlet, Cut. 65	,,	1852	
		1848	Gulnare, Ywl. 31	Folkestone	1850	
		1853	Julia, Cut. 111	Cowes	1854	
May, 1855	1855		PEARETH, Capt. William.			1870
			Julia, Cut. 111	Cowes	1856	
July, 1833	†1834		PECHELL, Capt. G., M.P., R.N.			1859
		1834	Emily, Brigne. 33	Cowes	1837	
		O.M.	*PELHAM, Hon. C. A. *See* Lord Yarborough.			
May, 1847	1847		PELHAM, Capt. Hon. D. W. A., R.N. 2nd Son of 1st Earl of Yarborough.			1850
		1847	Ann, Cut. 42	Southampton	1847	
June, 1820	1820		PELLEW, Capt. Hon. P. B.			1822
		1820	Giulia, Ywl. 42	Plymouth	1822	
	1843		PELLY, Sir J. H., 1st Bart., Governor of the Hudson's Bay Company, Deputy Master Trinity House, and Governor of the Bank of England.			1852
		1843	Trinity Yacht		1852	
July, 1870	†1871		PELLY, Sir H., 3rd Bart.			1876
		1871	Alerte, Cut. 56	Cowes	1872	

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July, 1869	1869		PEMBROKE, 13TH EARL OF.		1895
		1869	Gem, Sch. 155 . . . . Cowes	1870	
		1870	Albatross, Sch. 150 . Auckland, N.Z.	1870	
		1884	Minerva, SS. 416 . . . Cowes	1884	
		1886	Black Pearl, Sch. 345 . Southampton	1895	
Aug., 1821	1821		PENLEAZE, J. S., Esq., M.P.		1834
		1821	Mary, Cut. 53 . . Southampton	1828	
		1829	Wyvern, Ketch, 83 . ,,	1832	
May, 1861	1861		PENROSE, Cooper, Esq.		1861
		1861	Kingfisher, Sch. 90 . Southampton	1861	
May, 1876	1876		PENZANCE, 1st Lord.		1879
		1876	Wanderer, Sch. 140 . . London	1879	
May, 1884	1884		PERCEVAL, Alexander, Esq.		1887
		1884	Sheila, Ywl. 60 . . . . Cowes	1887	
July, 1858	1858		PERCEVAL, Phillip, Esq.		1897
		1858	Petrel, Sch. 64 . . . . Cowes	1866	
		1867	Petrel, Sch. 110 . . . . ,,	1869	
		1873	Caprice, Cut. 56 . . . . ,,	1895	
May, 1890	†1891		PERCEVAL, Phillip, Jun., Esq.		
		1891	May, Ywl. 45 . . Southampton	1891	
May, 1882	1882		PERCY, A. Heber, Esq.		
		1882	Gossamer, Sch. 46 . . Colchester	1885	
		1886	Mida, Sch. 112 . . . Greenock	1893	
June, 1819	1819		PERKINS, Henry, Esq.		1841
		1819	Unicorn, Sch. 122 . . Rochester	1826	
		1819	Zephyr, Cut. 78 . . . . Cowes	1820	
May, 1878			PETERSHAM, Viscount. *See* 8TH EARL OF HARRINGTON.		
May, 1853	1853		PETO, Sir S. M., 1st Bart., M.P.		1870
		1853	May-fly, Sch. 95	1853	
		1862	Norseman, SS. 200 . Southampton	1862	
May, 1839	1839		PETRE, John, Esq.		1854
		1839	Midge, Cut. 35 . . . . Cowes	1843	
		1844	Osprey, Cut. 59 . . . . ,,	1854	
July, 1855	1855		PETRE, Capt. J. Barney.		1881
		1855	Osprey, Cut. 59 . . . Portsmouth	1869	
		1870	Osprey, Cut. 70 . . . ,,	1881	
Aug., 1816	1816		PEYTON, Capt., R.N. No yacht mentioned in minutes.		1816

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July, 1856	†1857		PHILLIMORE, Capt.			1886
		1857	Anaconda, Sch. 101	Southampton	1857	
		1858	Alca, Sch. 113	Portsmouth	1859	
		1860	Maia, Sch. 122	,,	1865	
		1868	Hebe, S.Sch. 335	Cowes	1874	
May, 1844	1844		PHILLIPS, Major Courtney.			1852
		1844	Circassian, Sch. 160	Cowes	1848	
May, 1842			PIGOTT, J. H. W. P. S., Esq. *See* Pigott-Smyth-Pigott.			
May, 1842	1842		PIGOTT-SMYTH-PIGOTT, J. H. W., Esq.			1891
		1842	Ganymede, Cut. 69	Southampton	1848	
		1855	Coquette, Sch. 47	,,	1858	
	1815	O.M.	*PONSONBY, Lord.			1816
		1815	Fanny, Sch. 21	Cowes	1816	
May, 1840	1840		PONSONBY, Lord.			1865
			As Captain W. B. Ponsonby.			
		1840	Heron, Cut. 46	Cowes	1842	
		1844	Ariadne, Cut. 84	,,	1845	
		1846	Ondine, Sch. 127	,,	1846	
			As Lord Ponsonby.			
		1865	Lufra, Ywl. 205	Cowes	1865	
Aug., 1887			PORCHESTER, Lord. *See* 5th Earl of Carnarvon.			
May, 1897	†1898		PORTAL, Wm. W., Esq.			
		1898	Huguenot, SS. 121	Southampton		
Sept., 1826	1826		PORTLAND, 4th Duke of.			1853
		1826	Bothall, Cut. 103	Troon	1827	
		1828	Clown, Ketch, 156	,,	1840	
May, 1845	1845		POTTS, William, Esq.			1847
		1845	Caprice, Cut. 100	Cowes	1847	
June, 1821	1821		POWELL, J. P., Esq.			1843
		1821	Briton, Sch. 92	Ramsgate	1831	
		1832	Miranda, Cut. 164	London	1834	
		1834	Charlotte, Brig. 265	,,	1836	
Aug., 1874	1874		POWELL, T. H., Esq.			1892
		1874	Shearwater, Ywl. 50	Colchester	1881	
May, 1874	1874		POWER, Sir R., 3rd Bart., of Kilfane.			1886
		1874	Hyacinth, Ywl. 90	Portsmouth	1876	
May, 1840	1840		POWERSCOURT, 6th Viscount.			1844
		1840	Antelope, Cut. 90	Portsmouth	1844	

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July, 1858			POWYS, P. Lybbe-, Esq. *See* P. L. Lybbe-Powys, Esq.			
June, 1829	1829		PRATT, Charles, Esq.			1842
		1829	Psyche, Cut. 60	Southampton	1842	
Aug., 1825	1825		PUGET, John Hey, Esq.			1832
		1825	Osprey, Ywl. 45	Portsmouth	1832	
	1815	O.M.	*PULESTON, Sir R., 1st Bart.			1840
		1815	Kingfisher, Cut. 20	Chester	1819	
		1820	Nancy, Cut. 60	,,	1829	
		1831	Juverna, Sch. 64	,,	1836	
Aug., 1881	†1882		PYM, Francis, Esq.			
		1882	Lady Evelyn, Sch. 140	Ayr	1888	
May, 1842	1842		QUANTOCK, John, Esq.			1856
		1842	Naiad, Cut. 70	Cowes	1848	
May, 1858	1858		QUIN, Hon. Wyndham. 2nd Son of 2nd Earl of Dunraven. Captain Grenadier Guards.			1863
		1858	Caroline, Ywl. 47	Bristol	1859	
		1861	Caroline, Sch. 72	Portsmouth	1862	
May, 1866	1866		QUINN, Admiral Richard, R.N.			1870
		1866	Daring, Cut. 34	Dartmouth	1866	
		1866	Ione, Sch. 75	Cowes	1868	
Sept., 1839	†1840		RADCLIFFE, F. P. Delmé, Esq.			1875
		1840	Fanny, Cut. 75	Cowes	1841	
		1846	St. Margaret, Cut. 33	Portsmouth	1846	
		1862	Freak, Ywl. 60	Poole	1864	
		1865	Fair Rosamond, Sch. 123	Portsmouth	1875	
Aug., 1825	1825		RAIKES, Robert, Esq.			1830
		1825	Rover, Cut. 68	Hull	1830	
Aug., 1825	1825		RAIKES, J. M., Esq.			1828
		1825	Ariel, Cut. 71	London	1828	
May, 1830	1830		RAIKES, R. M., Esq.			1834
		1830	Dove, Cut. 55		1834	
May, 1836	1836		RAMSDEN, Rev. H.			1837
		1836	Rover, Cut. 70	Hull	1837	
Aug., 1878	†1879		RANFURLY, 5th Earl of.			
		1879	Walrus, Ywl. 100	Southampton	1882	
July, 1862	1862		RENDLESHAM, 5th Lord.			
		1862	Egidia, Sch. 137	Colchester	1864	
		1876	Gertrude, Ywl. 135	,,	1887	

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May, 1878	1878		REVELSTOKE, 1st Lord.			1897
			As Edward Baring, Esq.			
		1878	Nixie, Ywl. 80	Southampton	1879	
		1880	Waterwitch, Sch. 160	Portsmouth	1884	
			As Lord Revelstoke.			
		1885	Waterwitch, Sch. 160	,,	1890	
May, 1894	1894		REVELSTOKE, 2nd Lord.			
			As Hon. John Baring.			
		1894	Gabrielle, Sch. 61	Portsmouth	1897	
			As Lord Revelstoke.			
		1898	Gabrielle, Sch. 61	Portsmouth		
May, 1884	1884		REYNELL-PACK, A., Esq.			
		1884	Daphne, Cut. 61	Glasgow	1885	
		1886	Resolute, Cut. 79	Colchester	1897	
		1898	Nerissa, SS. 340	Hull		
June, 1824	1824		REYNOLDS, Joseph, Esq.			1857
		1824	Cygnet, Cut. 57	Dover	1827	
		1840	Therese, Cut. 121	Cowes	1840	
		1854	Irene, Sch. 98	,,	1855	
May, 1856	1856		RICARDO, Mortimer, Esq.			1875
		1856	Maid of the Mist, Cut. 31	Lymington	1856	
		1858	Ondine, Sch. 53	,,	1858	
May, 1860	1860		RICARDO, J. L., Esq., M.P.			1862
		1860	Telegraph, Sch. 30	Southampton	1862	
Sept., 1826	1826		RICHARDSON, A., Esq.			1831
		1826	Zebra, Cut. 51	Southampton	1831	
May, 1826	1826		RIVERS, Sir H., Bart.			1848
		1826	Earl St. Vincent, Cut. 41	Southampton	1841	
Aug., 1880	†1881		ROBERTS, Capt. W. H.			
		1881	Golden Fleece, SS. 279	Cowes	1885	
		1886	Cambria, Sch. 193	,,	1888	
May, 1833	1833		ROBINSON, H., Esq.			1840
		1833	Will-o'-the-Wisp, Cut. 35	Portsmouth	1833	
		1834	Sultana, Cut. 49	Cowes	1839	
May, 1823	1823		ROCHE, John, Esq.			1828
		1823	New Grove, Cut. 24	Cork	1828	
May, 1872	1872		RODEN, 4th Earl of.			1879
		1872	Nereid, Sch. 150	Portsmouth	1877	
		1878	Ellida, SS. 230	Cowes	1879	

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July, 1845	1846		RODNEY, 6TH EARL OF.			1851
			As ROBERT RODNEY, ESQ.			
		1846	Iris, Cut. 75	Cowes	1846	
			As LORD RODNEY.			
		1847	Iris, Cut. 75	Cowes	1847	
		1848	Urania, Sch. 140	,,	1851	
May, 1847	1847		ROLLS, J. E. W., ESQ.			1865
		1847	Esmeralda, Sch. 129	Portsmouth	1849	
		1852	Camilla, Sch. 147	,,	1854	
		1855	Beatrix, Sch. 208	,,	1863	
May, 1885			ROLLS, JOHN ALLAN, ESQ., M.P. *See* 1ST LORD LLANGATTOCK.			
May, 1901	1901		ROLLESTON, LANCELOT, ESQ., D.S.O.			
		1901	Rozel, Ywl. 41	Shoreham		
May, 1897	†1898		ROSEBERY, 5TH EARL OF, K.G., K.T.			
		1898	Zinaida, SS. 84	Southampton	1897	
July, 1830	1830		ROSS, HORATIO, ESQ.			1834
		1830	Clinker, Sch. 50		1830	
		1831	Peg-a-Ramsay, Sch. 78		1831	
May, 1861	1861		ROSSE, 3RD EARL OF.			1867
		1861	Titania, Sch. 184	London	1867	
	1888		ROTHSCHILD, BARON ARTHUR DE.			
		1888	Eros, SS. 737		1900	
	1896		ROTHSCHILD, BARON NATHL. DE.			
		1896	Veglia, SS. 1,020			
May, 1896	1896		ROTHSCHILD, BARON FERDINAND DE, M.P.			1898
		1896	Rona, SS. 1,023	Glasgow	1898	
July, 1856	1856		ROWLEY, HON. HERCULES.			1860
		1856	Claymore, Sch. 130	Southampton	1858	
May, 1829	1829		RUDING, C., ESQ.			1837
		1829	Isabella, Cut. 40	London	1837	
July, 1844	1844		RUDING, C., ESQ.			1859
		1844	Eagle, Ywl. 53		1852	
July, 1852	†1853		RUFFORD, F. T., ESQ.			1887
		1853	Sibyl, Sch. 104	Cowes	1854	
		1855	Sibyl, Sch. 121	,,	1857	
		1872	Sibyl, SS. 61	Southampton	1872	
		1873	Sibyl, SS. 69	,,	1878	
May, 1830	1830		RUSSELL, JOHN S., ESQ.			1830
		1830	Liberty, Cut. 42	Cowes	1830	

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May, 1842	1842		RUTLAND, 5TH DUKE OF.			1856
		1842	Resolution, Sch. 143	Southampton	1843	
		1844	Resolution, Sch. 164	,,	1856	
July, 1857	†1858		RUTLAND, 6TH DUKE OF, K.G.			1887
		1858	Resolution, Sch. 164	Troon	1864	
		1868	Shark, Sch. 175	Poole	1868	
		1869	Shark, Sch. 179	Poole	1885	
		1886	Lufra, Ketch 222	Cowes	1887	
May, 1860	1860		RYCROFT, C. A. W., Esq.			1884
		1860	May Queen, Sch. 37		1860	
		1861	Stella, Cut. 42	Greenock	1864	
Aug., 1891	†1892		RYRIE, Robert, Esq.			1899
		1892	Euphrosyne, SS. 227	Cowes	1899	
Oct., 1862	†1863		ST. ALBANS, 10TH DUKE OF.			1897
		1863	Pilgrim, Sch. 135	Lymington	1864	
		1872	Xantha, SS. 230	London	1872	
		1874	Dream, Ywl. 184	Portsmouth	1874	
		1875	Ceres, SS. 300	Liverpool	1897	
May, 1874	1874		SANDWICH, 7TH EARL OF.			1883
		1874	Susan, Cut. 62	Portsmouth	1876	
May, 1875	1875		SARTORIS, Alfred, Esq.			
		1875	Nixie, Cut. 60		1877	
July, 1882	†1883		SARTORIS, E. J., Esq.			1888
		1883	May, Ywl. 45	Southampton	1888	
Aug., 1886	1886		SARTORIS, F. C., Esq.			
		1886	Corisande, Ywl. 145	Cowes	1888	
May, 1894	1894		SARTORIUS, Major-Genl. R. W., V.C., C.M.G.			
		1894	Lotis, Sch. 93	Greenock	1895	
Aug., 1873	1873		SAUMAREZ, Capt. Hon. J. St. V. 2nd Son of 3rd Lord de Saumarez.			1876
		1873	Crescent, Ywl. 57	Cowes	1876	
June, 1821	1821		SAUNDERS, W. H., Esq.			1854
		1821	Altisidora, Cut. 28	Southampton	1831	
		1823	Nautilus, Cut. 103	Cowes	1824	
Sept., 1828	†1829		SAUNDERSON, I., Esq.			1853
		1829	Neuha, Cut. 44	Cowes	1834	
		1842	Anne, Cut. 30	,,	1842	
		1845	Avenger, Cut. 35	,,	1846	
Sept., 1844	1844		SCARBOROUGH, 9TH EARL OF. As Richard Lumley, Esq.			1884
		1844	Flower of Yarrow, Sch. 141	Portsmouth		

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May, 1899	1899		SCARBOROUGH, 10TH EARL OF.			
		1899	Celia, Cut. 64	Cowes	1900	
May, 1853	1853		SCHENLEY, E. W. H., ESQ.			1877
		1853	Surprise, Sch. 209		1873	
Aug., 1886	1886		SCHENLEY, G. A., ESQ.			
		1886	Myra, Sch. 178	London	1886	
		1886	Adventuress, SS. 61	Portsmouth	1887	
		1888	St. Agnes, SS. 243	London	1889	
		1891	Harlequin, SS. 160	Leith	1891	
		1893	Wild Rose, SS. 100	Bristol	1893	
		1894	Goddess, Ketch 176	Portsmouth	1896	
		1896	Normania, SS. 544	,,	1896	
		1898	Thetis, SS. 511	London	1900	
May, 1857	1857		SCHOLEFIELD, E. C., ESQ.			1859
		1857	Irene, Sch. 98		1859	
May, 1889	1889		SCHROEDER, BARON W. VON.			
		1889	Primrose, SS. 81	Southampton	1890	
		1891	Signa, SS. 147	Cowes	1893	
	1815	O.M.	*SCOTT, HARRY, ESQ. No yacht known.			1816
Aug., 1825	1825		SCOTT, JAMES, ESQ.			1834
		1825	Beresford, Cut. 26	Rochester	1834	
July, 1830	1830		SCOTT, LORD JOHN, M.P. 3RD SON OF 4TH DUKE OF BUCCLEUCH.			1859
		1830	Ada, Cut. 40		1831	
		1832	Lufra, Cut. 81	Cowes	1848	
		1848	Flower of Yarrow, Ywl. 183		1859	
July, 1841	†1842		SCOTT, SIR EDWARD, 2ND BART., OF GREAT BARS.			1851
		1842	Fanny, Cut. 75	Cowes	1850	
Aug., 1873	1873		SCOTT, A. J., ESQ.			1895
		1873	Rosebud, Ywl. 52	Southampton	1874	
May, 1874	1874		SCOTT, SIR E. H., 5TH BART.			1880
			AS EDWARD H. SCOTT, ESQ.			
		1874	Cinderella, SS. 228	Glasgow	1877	
		1877	Golden Eagle, SS. 366	Cowes	1880	
			AS SIR EDWARD H. SCOTT, 5TH BART.			1883
		1881	Golden Eagle, SS. 366	Cowes	1882	
Aug., 1881	†1882		SCOTT, SIR WILLIAM, 7TH BART., OF ANCRUM.			
		1882	Louro, SS. 243			
		1892	Christine, SS. 171	Glasgow	1896	
		1897	Christine, SS. 245	,,		

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Aug., 1894	†1895		SCOTT, Sir Samuel E., 6th Bart., of Lytchett Minster.			
		1895	Golden Eagle, SS. 345	Cowes	1898	
		1899	Golden Eagle, 450	Leith		
			SCOTT, Lord Henry. *See* 1st Lord Montagu of Beaulieu.			
			SEAHAM, Viscount. *See* 5th Marquis of Londonderry.			
Aug., 1824	1824		SEALE, Col. Sir J. H., M.P.			1842
		1824	Lord of the Isles, Cut. 45	Dartmouth	1835	
May, 1852	1852		SELKIRK, 6th Earl of.			1884
		1852	Coral Queen, Sch. 117	Portsmouth	1856	
		1856	Salamander, Sch. 223	Kirkcudbright	1857	
Aug., 1816	1816		SHAKESPEARE, John, Esq.			1824
		1816	Experiment, Ywl. 34	Hastings	1816	
		1816	Fanny, Sch. 21	Cowes	1822	
		1823	Experiment, Ywl. 34	Hastings	1824	
Aug., 1864	†1865		SHAW-STEWART, Sir M. R., M.P., 7th Bart.			
		1865	Varina, SS. 120	Greenock	1874	
		1875	Cavalier, SS. 482	Cowes		
	1815	O.M.	*SHEDDEN, Col.			1842
		1815	Sylph, Cut. 20	Southampton	1816	
		1817	Lord of the Isles, Cut. 45	,,	1823	
		1829	Frisk, Ywl. 25	,,	1831	
		1832	Merlin, Cut. 82	,,	1839	
July, 1844	1844		SHEDDEN, Lindesay, Esq.			1853
		1844	Dove, Cut. 50	Southampton	1847	
			(Re-elected or reinstated. No record.)			
	1854		SHEDDEN, Lindesay, Esq.			1884
			Wildfire, Sch. 59	Cowes	1855	
May, 1854	1854		SHELLEY, Sir P. F., 4th Bart.			1890
		1854	Ginevra, Sch. 142	Cowes	1854	
		1855	Wildfire, Sch. 52	,,	1855	
		1855	Extravaganza, 48	,,	1858	
		1859	Queen Mab, Cut. 32	,,	1860	
		1861	Flirt, Sch. 155	Southampton	1863	
		1867	Cecile, Sch. 190	Cowes	1867	
		1868	Enchantress, Sch. 213	,,	1868	
		1868	Nokken, SS. 48	,,	1872	
		1876	Wren, Ywl. 55	Poole	1888	
		1887	Oceana, Sch. 206	Cowes	1889	

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Aug., 1840	1840		SHERIDAN, R. B., Esq.			1854
		1840	Crusader, Sch. 127	London	1842	
			(Re-elected.)			
May, 1864	1864		As Sheridan, R. B., Esq., M.P.			1887
		1864	Zelia, Sch. 112	Southampton	1865	
		1866	Marcia, Sch. 172	Portsmouth	1871	
May, 1826	1826		SHERSTON, Major P. D.			1834
		1826	Frisk, Cut. 25	Southampton	1828	
		1834	Will-o'-the-Wisp, Cut. 36	Weymouth	1834	
Aug., 1886	1886		SHUTTLEWORTH, Alfred, Esq.			
		1886	Mera, SS. 293	Southampton	1889	
		1891	Vista, SS. 98	,,	1893	
		1894	Paulina, SS. 317	Cowes	1895	
		1896	Mena, SS. 54	,,	1896	
		1898	Zaneta, SS. 114	,,	1899	
May, 1888	1888		SHUTTLEWORTH, Major Frank.			
		1888	Primrose, SS. 81	Southampton	1888	
		1889	Oberon, SS. 127	,,	1891	
		1894	Mohawk, Cut. 65	,,	1895	
		1896	Paulina, SS. 317	Cowes	1897	
		1899	Xarifa, SS. 533	,,	1899	
		1900	Zaneta, SS. 114	,,		
July, 1836	†1837		SIMPSON, G., Esq.			1851
		1837	Rowena, Cut. 33	Southampton	1851	
May, 1829	1829		SINCLAIR, Hon. Major.			1829
		1829	Pembroke, Cut. 35		1829	
May, 1864	1864		SLADEN, Major Joseph, R.A.			1883
		1864	Alerte, Cut. 55	Cowes	1864	
		1865	Morn, Sch. 32	Weymouth	1870	
Aug., 1885	1885		SLINGSBY, Capt. T. R.			
		1885	Formosa, Cut. 102	Cowes	1889	
Aug., 1820	1820		SLOPER, Rev. G.			1827
		1820	Wellington, Cut. 36	Cowes	1823	
	1815	O.M.	*SMITH, Thos. Assheton, Esq.			1830
		1815	Elizabeth, Cut. 66	Southampton	1819	
		1821	Elizabeth, Cut. 66	,,	1823	
		1820	Experiment, Ywl. 34	Hastings	1820	
		1824	Jack-a-Lantern, Sch. 140	London	1825	
		1826	Menai, Cut. 175	Hastings	1830	
		1829	Matilda, Cut. 44	Southampton	1830	
July, 1818	1818		SMITH, James, Esq.			1832
		1818	Sir Sydney Smith, Cut. 15	Glasgow	1823	
		1825	Orion		1825	
		1826	Amethyst, Cut. 21	Greenock	1832	

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May, 1834	1834		SMITH, Charles, Esq.			1848
		1834	Flower of Yarrow, Sch. 129.	Portsmouth	1838	
July, 1849	1849		SMITH, Capt. H. N., R.E.			1852
		1849	Talisman, Cut. 96 . . .	Cowes	1852	
May, 1850	1850		SMITH, William, Esq.			1865
		1850	Dolphin, Sch. 217 . .	Portsmouth	1852	
May, 1851	1851		SMITH, Lieut.-Col. Joshua Simmons.			1873
		1851	Leda, Sch. 120	Dover	1852	
		1859	Brunette, Cut. 70 . . .	Cowes	1860	
May, 1863	1863		SMITH, Capt. Percy.			1885
		1863	Fair Rosamond, Sch. 123	Southampton	1864	
May, 1871	1871		SMITH, Walter C., Esq.			1875
		1871	Ursuline, Ywl. 138 .	Southampton	1874	
		1875	Hebe, S.Sch. 335 . . .	Cowes	1875	
May, 1876	1876		SMITH, S. G., Esq., M.P.			1900
		1876	Hebe, S.Sch. 335 . . .	Cowes		
Aug., 1880	†1881		SMITH, Rt. Hon. W. H., M.P.			1891
		1881	Pandora, SS. 506 . .	London	1891	
May, 1882	1882		SMITH, Martin R., Esq.			
		1882	Zelia, Sch. 195 . .	Southampton	1890	
July, 1831	†1832		SMITH-BARRY, John, Esq.			1836
			As J. S. Barry, Esq.			
		1832	Morning Star, Cut. 64 . .		1834	
		1833	Columbine, Cut. 90 . . .	Cork	1834	
			As John Smith-Barry, Esq.			
		1835	Columbine, Cut. 90 . . .	,,	1836	
		1835	Morning Star, Cut. 64 . . .		1835	
July, 1837	†1838		SMITH-BARRY, James Hugh, Esq.			1856
		1838	Columbine, Cut. 90 . . .	Cork	1853	
Aug., 1851	†1852		SMITH-BARRY, Capt. R. H.			1893
			Gulnare, Ywl. 31			
		1852	Pandora, Cut. 63 .	Southampton	1854	
		1855	Columbine, Sch. 72 . . .	Cowes	1858	
		1859	Cymba, Cut. 53	,,	1861	
		1862	Georgiana, Sch. 109 . .	Portsmouth	1866	
		1867	Georgiana, Sch. 121 . .	,,	1873	
		1874	Zoraide, Sch. 155 . .	,,	1885	
May, 1877	1877		SMITH-BARRY, Right Hon. A. H., M.P.			
		1877	Goshawk, Tps.Sch. 255 . .	Cowes	1877	
		1878	Alruna, Ywl. 125 . . .	,,	1888	
		1894	Celia, Cut. 64	,,	1898	
		1898	Waterwitch, Sch. 160 . .	Portsmouth		

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Aug., 1894	†1895		SNEYD, Ralph, Esq.		
		1895	Challenge, Cut. 45 . . . Cowes	1895	
May, 1863	1863		SOMERS, 3rd Earl.		1883
		1863	Pleiad, Sch. 205 . . . Portsmouth	1865	
Aug., 1900	†1901		SOMERSET, 15th Duke of.		
		1901	Caprice, Cut. 57 . . . . Cowes		
May, 1849			SOMERTON, 2nd Viscount.		
			See 3rd Earl of Normanton.		
Aug., 1861	1861		SOUTHAMPTON, 3rd Lord.		1872
		1861	Panther, Lug. 100 . . . Cowes	1865	
July, 1871	1871		SPICER, R. W., Esq.		1891
		1871	Miranda, Ywl. 93 . . . Cowes	1872	
		1873	Dora, SS. 75 . . . . ,,	1887	
May, 1880	1880		SPICER, Major.		1882
		1880	Surprise, Sch. 250 . . . Cowes	1882	
Aug., 1878			STAFFORD, Marquis of.		
			See 4th Duke of Sutherland.		
Aug., 1890	†1891		STANIER, Francis, Esq.		1900
		1891	Titania, SS. 306 . . . . Leith	1898	
May, 1870	†1871		STALBRIDGE, 1st Lord.		
			As Lord Richard Grosvenor, M.P.		
		1871	Petrel, Sch. 110 . . . Dartmouth	1885	
			As Lord Stalbridge.		
		1886	Petrel, Sch. 110 . . . ,,	1892	
Aug., 1890	†1891		STANDISH, Henry, Esq.		
		1891	May-fly, SS. 72 . . Southampton	1895	
Oct., 1864	†1865		STANLEY, F. Sloane, Esq.		
		1865	Osprey, Cut. 59 . . . Cowes	1865	
		1866	Diadem, Sch. 126 . . . Poole	1867	
		1878	Formosa, Cut. 103 . . . Cowes	1879	
May, 1869			STANLEY OF PRESTON, 1st Lord, G.C.B.		
			See 15th Earl of Derby.		
May, 1869	1869		STAUNTON, Capt. G. L.		
		1869	Sibyl, Sch. 120 . . . . Cowes	1869	
		1871	Gertrude, Sch. 68 . . . Cork	1871	
		1878	Sorceress, Cut. 34 . . Southampton	1882	
Aug., 1850	†1851		STEPHENSON, G. R., Esq., M.P.		1859
		1851	Titania, Sch. 100 . . . London	1859	

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Aug., 1860	†1861		STEPHENSON, G. R., Esq.			
		1861	St. Laurence, Cut. 80	Cowes	1871	
		1872	St. Laurence, Ywl. 80	,,	1883	
		1863	Tyne, Sch. 180	,,	1865	
		1866	Northumbria, SS. 412	Newcastle	1867	
		1868	Northumbria, SS. 424	,,	1876	
		1879	Eileen, SS. 122	,,	1893	
May, 1852	1852		STERLING, Col. Sir A. C. S., K.C.B.			1870
		1852	Triumvir, Cut. 106	Cowes	1852	
		1853	Viking, Sch. 110	,,	1863	
		1869	Morgiana, Ywl. 118	,,	1870	
May, 1872	1872		STERLING, Major-General John.			
		1872	Juliet, Ywl. 75	Cowes	1873	
		1874	Chanticleer, Ywl. 118	,,	1874	
		1876	Raven, Ywl. 60	,,	1881	
		1883	Iris, Cut. 60	Plymouth	1883	
Aug., 1891	†1892		STEVENSON, James, Esq.			
		1892	Fire Fay, SS. 402	Glasgow		
July, 1827	1827		STEWART, Sir James, 8th Bart., of Fort Stewart.			1836
		1827	Sappho, Sch. 66	Londonderry	1832	
		1835	Sappho, Sch. 66	,,	1836	
Aug., 1864			STEWART, Sir M. R. S., Bart. *See* Sir M. R. Shaw-Stewart, Bart.			
Sept., 1843	†1844		STIRLING, J. D. M., Esq.			1856
		1844	Ariel, Cut. 71	Cowes	1856	
May, 1862			STIRLING, Wm., Esq., M.P. *See* Sir William Stirling-Maxwell.			
Sept., 1866	1866		STRAFFORD, 2nd Earl of.			1885
			Zara, Sch. 312			
		1866	Lufra, Ywl. 206	Cowes	1871	
May, 1860	1860		STUCLEY, Sir George, M.P., 1st Bart.			1899
		1860	Czarina, Sch. 210	Plymouth	1863	
		1864	Lavrock, Ywl. 72	Cowes	1865	
		1866	Mistletoe, Sch. 119	Dartmouth	1870	
		1870	Deerhound, SS. 190	Liverpool	1872	
		1873	Condor, Ywl. 136	Portsmouth	1875	
		1876	Mona, SS. 283	Southampton	1879	
		1880	Ellida, SS. 230	Cowes	1887	
		1888	Red Eagle, SS. 296	,,	1889	
Aug , 1842	†1843		STUDDY, Henry, Esq.			1849
		1843	Giulia, Cut. 42	Cowes	1843	
		1844	Maid of the Mist, Cut. 30	Plymouth	1848	
		1849	Hornet, Cut. 42		1849	

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May, 1830	1830		SUCKLING, Rev. A.		1831
		1830	Ruby, Cut. 50 . . . Yarmouth	1831	
			SUDLEY, Viscount. *See* 6th Earl of Arran.		
Aug., 1869	1869		SUFFIELD, 5th Lord, K.C.B.		
		1869	Flower of Yarrow, Sch. 212 . . Cowes	1871	
Sept., 1868	†1869		SULLIVAN, Sir Edward J., 5th Bart.		1899
		1869	Deerhound, SS. 190 . . Liverpool	1869	
		1870	Cyclone, Brigne. 155 . . . Cowes	1870	
		1872	Shamrock, Sch. 297 . . London	1875	
		1878	Iris, Sch. 83	1878	
May, 1860	1860		SURTEES, R. L., Esq.		1863
		1860	Star of the Sea, Sch. 130 . . .	1863	
May, 1847	1847		SUTHERLAND, 2nd Duke of, K.G.		1860
		1847	Ondine, Sch. 127 . . . Cowes	1855	
		1857	Undine, SS. 366 . . . London	1860	
May, 1861	1861		SUTHERLAND, 3rd Duke of, K.G.		1892
		1861	Undine, SS. 366 . . . London	1865	
		1870	Sibyl, SS. 32 . . . . Cowes	1875	
		1885	Sans Peur, SS. 395 . . . Barrow	1889	
Aug., 1878	1878		SUTHERLAND, 4th Duke of, K.G.		
			As Marquis of Stafford.		
		1878	Menai, Ywl. 80	1878	
		1879	Harelda, Ywl. 80 . . Colchester	1882	
		1892	Blue Bell, Sch. 174 . . Portsmouth	1892	
			As Duke of Sutherland.		
		1896	Catania, SS. 639 . . . Glasgow		
		1901	Susan, Cut. 68 . . . Portsmouth	1901	
		1902	Kriemhilda, Cut. 106 . . . Cowes		
July, 1855	1855		SUTTON, Sir Richard, 3rd Bart.		1855
		1855	Fox, SS. 300	1855	
July, 1868	1868		SUTTON, Sir Richard, 4th Bart.		1878
			As Richard Sutton, Esq.		
		1868	Aline, Sch. 216 . . . Portsmouth	1872	
			As Sir Richard Sutton, Bart.		
		1874	Elmina, Sch. 355 . . ,,	1878	
May, 1879	1879		SUTTON, Sir Richard, 5th Bart.		1890
		1879	Elmina, Sch. 355 . . Portsmouth	1890	
		1884	Genesta, Cut. 84 . . . Glasgow	1888	
June, 1820	1820		SWINTON, Archd., Esq.		1829
		1820	Louisa, Ywl. 24 . . Southampton	1829	

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July, 1832	1832		SYKES, Sir Francis, 3rd Bart.		1834
		1832	Ruby, Cut. 50 . . . . Cowes	1834	
June, 1817	1817		SYMONDS, Capt. J. C., R.N.		1826
		1817	Admiral Cornwallis, Ywl. 22 Southampton	1826	
May, 1826	1826		SYMONDS, J. L., Esq.		1875
		1826	Emerald, Cut. 58 . . . . Cowes	1848	
May, 1823	1823		TALBOT, C. R. M., Esq., M.P.		1889
		1823	Giulia, Ywl. 42 . . . Plymouth	1824	
		1823	Galatea, Sch. 179 . . Swansea	1830	
		1831	Galatea, Sch. 190 . Southampton	1846	
		1847	Capricorn, Sch. 313 . . ,,	1852	
		1853	Capricorn, Sch. 344 . . ,,	1856	
		1857	Capricorn, SS. 418 . . Swansea	1870	
		1866	City of Paris, Pad.S. 255 . London	1869	
		1870	Lynx, Pad.S. 450 . . Swansea	1875	
		1876	Lynx, Pad.S. 564 . . . ,,	1889	
May, 1876	1876		TANKERVILLE, 6th Earl of.		1893
		1876	Shamrock, Sch. 297 . . London	1880	
May, 1863	1863		TATNALL, Commander R. C., R.N.		1893
		1863	Terpsichore, Cut. 42 . . . Poole	1881	
May, 1859	1859		TAYLOR, Sir Charles, 2nd Bart.		1862
		1859	Sultana, Ywl. 130 . . . Cowes	1859	
Aug., 1817	1817		TEMPLAR, Henry, Esq.		1820
			No yacht known.		
May, 1834	1834		TEMPLETOWN, 2nd Viscount.		1862
			As Hon. Henry Upton.		
		1834	Sea-Mew, Lug. 31 . . . Cowes	1838	
		1839	Morning Star, Ywl. 61 . London	1839	
		1840	Sea-Mew, Ywl. 35 . . . ,,	1841	
		1846	Snake, Cut. 66	1846	
			As Viscount Templetown.		
		1847	Snake, Cut. 66	1848	
		1849	Magic, Sch. 86 . . . Portsmouth	1856	
		1857	Camilla, Sch. 208 . . ,,	1858	
		1862	Gudrida, Cut. 30 . . . Strangford	1862	
May, 1858	1858		THELLUSSON, Capt. C. S. A.		1884
		1858	Georgiana, Sch. 109 . . Portsmouth	1859	
		1860	Aline, Sch. 216 . . . ,,	1866	
		1868	Guinevere, Sch. 308 . . ,,	1873	
		1874	Boadicea, Sch. 395 . . ,,	1884	
Aug., 1886	1886		THELLUSSON, Peter, Esq.		1899
		1886	Icena, SS. 74 . . . . Cowes	1887	
		1888	Albion, SS. 176 . . . Portsmouth	1895	

Elected.	First Year on R.Y.S. List.	Yacht on List.	Members. — Port of Registry.	Yacht off List.	Last Year on R.Y.S. List.
	1815	O.M.	*THOMAS, Sir G., Bart.		1831
		1815	Elizabeth, Ywl. 19 . . . Cowes	1817	
		1818	Eliza, Ywl. 34 . . . . ,,	1826	
		1828	Leonora, Lug. 20 . . . ,,	1831	
	1815	O.M.	*THOMOND, 2nd Marquis of.		1840
		1815	Rostellan, Sch. 60 . . London	1831	
		1832	Charlotte, Cut. 66 . . . Cork	1837	
May, 1845	1845		THOMSON, John, Esq.		1873
		1845	Amulet, Cut. 51 . . . . Cowes	1852	
		1853	Emerald, Sch. 77 . . . Belfast	1858	
		1859	Emerald, Sch. 82 . . . ,,	1864	
		1865	Emerald, Sch. 123	1873	
		1869	Brenda, SS. 38	1872	
July, 1872			THOMSON, Sir William, F.R.S. *See* 1st Lord Kelvin of Largs.		
May, 1848	1848		THORNHILL, Thomas, Esq.		1875
		1848	Spider, Cut. 33 . . . Portsmouth	1855	
		1865	Pauline, Cut. 40 . . . Greenock	1871	
June, 1826	1826		THOROLD, Henry, Esq.		1870
		1826	Coquette, Brig. 150 . . . Cowes	1835	
		1859	Haidee, Cut. 40 . . . . ,,	1860	
Aug., 1900	†1901		THOROLD, Montague G., Esq.		
		1901	Neva, Sch. 166 . . . . Cowes		
May, 1896	1896		THOROLD, Richard, Esq.		
		1896	Lady Godiva, S.Sch. 325 . Liverpool	1898	
May, 1869	1869		THYNNE, Francis J., Esq. Eldest Son of Rev. Lord John Thynne (Canon and Sub-Dean of Westminster, 3rd Son of the 2nd Marquis of Bath).		
		1869	Ione, Sch. 75 . . Southampton	1870	
July, 1831	†1832		TOLLEMACHE, John J., Esq.		1841
		1832	Matilda, Cut. 44 . . . London	1837	
		1838	Sapphire, Cut. 70 . . . Cowes	1840	
July, 1837	†1838		TOMLINE, George, Esq.		1841
		1838	Gem, Sch. 125 . . . . Cowes	1841	
July, 1856	†1857		TOMLINE, George, Esq., M.P.		1889
		1857	Lark, Cut. 56 . . . . Cowes	1860	
		1872	Gazelle, SS. 55 . . . Colchester	1889	
Aug., 1848	†1849		TOMLINE, John, Esq.		1851
		1849	Foam, Sch. 88 . . . Portsmouth	1851	

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May, 1893	1893		TOWERS-CLARK, Capt. J.		
		†1894	Varuna, Cut. 62 . . . Glasgow	1894	
		1896	Lorna, Cut. 90 . . . Portsmouth		
May, 1890	†1891		TOWNSHEND, S. Nugent, Esq.		
		1891	Caterina, Ywl. 56 . . Portsmouth	1892	
July, 1868	1868		TRELAWNY, Sir J. S., M.P., 9th Bart.		1884
		1868	Daring, Cut. 35 . . . . Cowes	1875	
Oct., 1859	†1860		TREMAYNE, John, Esq.		1897
		1860	Georgiana, Sch. 109 . . Portsmouth	1861	
		1867	Egidia, Sch. 137 . . . Colchester	1868	
		1872	Gertrude, Ywl. 135 . . ,,	1875	
May, 1864	1864		TREVANION, H. C., Esq.		1900
		1864	Pandora, Sch. 70 . . Southampton	1866	
Aug., 1852	†1853		TRITTON, G. S., Esq.		1892
		1853	Oriana, Sch. 60	1854	
May, 1826	1826		TUFFNELL, Rev. G.		1829
		1826	Gulnare, Cut. 36 . . . Colchester	1827	
		1829	Gipsey, Cut. 26 . . . ,,	1829	
May, 1894	1894		TUFNELL, H. A., Esq.		1898
		1894	Aphrodite, Sch. 225 . . . Cowes	1898	
May, 1880	1880		TURNOR, Henry, Esq.		1899
		1880	Siesta, Sch. 125 . . . London	1883	
		1882	Marcia, Sch. 175	1889	
May, 1884	†1885		TURNOR, Major R. C.		
		1885	Siesta, Sch. 125 . . . London	1885	
Aug., 1840	1840		TYRCONNEL, Earl of, G.C.B.		1847
		1840	Giulia, Cut. 42	1841	
		1842	Intrepid, Cut. 55 . . Portsmouth	1844	
July, 1832	1832		UPTON, Lewis, Esq.		1844
		1832	Briton, Sch. 92	1838	
May, 1834			UPTON, Hon. Henry. *See* 2nd Viscount Templetown.		
			UXBRIDGE, Earl of. *See* 1st Marquis of Anglesey.		
	1884		VALENCAY, Vicomte S. d'Estampes.		1890
		1884	Fenella, Sch. 77	1890	
May, 1897	†1898		VALLETORT, Viscount.		
		1898	Arethusa, Cut. 59 . . . Cowes	1898	

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July, 1844	1844		VANDELEUR, Crofton, Esq.		1849
		1844	Caroline, Cut. 60 . . Kilrush	1849	
			VANE, Earl. *See* 5th Marquis of Londonderry.		
June, 1822	1822		VASSAL, John, Esq.		1826
		1822	Charlotte	1826	
Aug., 1815	1815		VERNON, 4th Lord.		1835
			As Hon. G. Vernon.		
		1815	Nereide, Cut. 67 . . . Dartmouth	1819	
		1820	Transit, Sch. 231 . . . London	1826	
		1828	Harlequin, Ketch 292 . . Portsmouth	1828	
			As Lord Vernon.		
		1829	Harlequin, Brig. 292 . . ,,	1835	
May, 1866	1866		VERSCHOYLE, Lieut.-Col. H. W. Lurline, Cut. 43		1870
		1866	Leda, Sch. 137 . . . . Cowes	1867	
		1869	Vanguard, Cut. 60 . . . ,,	1870	
May, 1885	1885		VERSCHOYLE, Arthur, Esq. Owl, Sch. 147		
		1885	Aziola, Sch. 147 . . . Portsmouth	1885	
May, 1861	1861		VILLEBOIS, H. T., Esq.		1885
		1861	Ursuline, Ywl. 112 . Southampton	1865	
		1868	Ursuline, Ywl. 138 . ,,	1870	
May, 1829	1829		VINCENT, Sir Francis, 10th Bart.		1832
		1829	Red Rover, Sch. 80 . . . Dover	1830	
Aug., 1890	†1891		VINCENT, Sir Edgar, K.C.M.G.		
		1891	Gulnare, Sch. 232 . . . Cowes	1898	
June, 1829	1829		VIVIAN, General Sir R. Hussey. 1st Lord Vivian (Equerry to George IV.).		1832
		1829	Paul Pry, Cut. 22.	1830	
May, 1837	1837		VIVIAN, 2nd Lord.		1845
			As Major C. C. Vivian, M.P.		
		1837	Owen Glendower, 113 . . London	1837	
July, 1853	†1854		As Lord Vivian (Re-elected).		1885
		1854	Memie, Cut. 48 . . . . Fowey	1855	
		1885	Surprise, Sch. 250 . . . Cowes	1885	
May, 1890	†1891		VIVIAN, Sir A. Pendarves, K.C.B.		
		1891	Ina, SS. 126 . . . Glasgow		

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Sept., 1866	1866		WADE-BROWNE, E. P., Esq.			1897
		1866	Heroine, Sch. 84	Belfast	1869	
		1869	Zoraide, Sch. 155	Cowes	1873	
		1879	Olive, Cut. 32	Shoreham	1881	
Aug., 1835	†1836		WALKER, Hon. H. F.			1846
		1836	Emmetje, Sch. 103	Galway	1839	
		1840	Adelaide, Cut. 124	,,	1843	
May, 1866	1866		WALKER, Tyrwhitt, Esq.			1891
		1866	Avoca, Cut. 40	Southampton	1866	
		1867	May-fly, SS. 57	,,	1885	
Aug., 1884	1884		WALKER, Sir A. B., 1st Bart.			1893
		1884	Cuhona, S.Sch. 498	Liverpool	1893	
May, 1894	1894		WALKER, Sir Peter, 2nd Bart.			
		1894	Cuhona, S.Sch. 498	Liverpool	1897	
May, 1838			WALSH, Sir J. B., Bart., M.P. *See* 1st Lord Ormathwaite.			
June, 1827	1827		WARD, Charles, Esq.			1834
		1827	Guerilla, Cut. 35	Southampton	1833	
Aug., 1844	†1845		WARDELL, R. S., Esq.			1853
		1845	Nautilus, Ywl. 103	Weymouth	1845	
		1849	Mischief, Lug. 35	,,	1853	
May, 1855	1855		WARDLAW, John, Esq.			1901
		1855	Eugenie, Sch. 92	Lymington	1856	
		1860	Fair Rosamond, Sch. 123	Southampton	1862	
		1864	Psyche, Cut. 45	,,	1867	
	1815	O.M.	*WARDLE, B., Esq.			1820
		1815	Eclipse, Ywl. 10	Weymouth	1817	
		1818	Elizabeth, Ywl. 19	Cowes	1820	
May, 1833	1833		WATERFORD, 3rd Marquis of.			1858
		1833	Gem, Sch. 125	London	1836	
		1837	Charlotte, Brig. 265	,,	1838	
May, 1894	1894		WATERFORD, 5th Marquis, K.P.			1895
		1894	Fedora, SS. 358	Hull	1895	
May, 1899	1899		WATSON-KENNEDY, Lieut.-Col. T. F. A.			
		1899	Lethe, Ywl. 163	Southampton		
Sept., 1865			WATT, Richard, Esq. Goshawk, Sch. 250			
May, 1834	1834		WEBBER, Wm., Esq.			1838
		1834	Zadora, Cut. 32	Southampton	1836	

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	1815	O.M.	*WEBSTER, Sir Godfrey, 5th Bart.			1830
	1824		Elizabeth, Cut. 66	Southampton	1824	
	1825		Scorpion, Cut. 110	Hastings	1827	
	1815	O.M.	*WELD, Joseph, Esq.			1863
	1815		Charlotte, Cut. 60	Southampton	1820	
	1821		Arrow, Cut. 85	,,	1828	
	1828		Lulworth, Cut. 127	,,	1833	
	1830		Alarm, Cut. 193	,,	1851	
	1852		Alarm, Sch. 248	,,	1863	
	1856		Meteor, Cut. 80	,,	1856	
	1857		Lulworth, Cut. 80	,,	1863	
	1815	O.M.	*WELD, James, Esq.			1854
	1815		Pylewell, Cut. 26	Southampton	1817	
	1818		Julia, Ywl. 43	,,	1825	
	1826		Paul Pry, Cut. 22	,,	1828	
	1834		Twins, Cut. 95	,,	1834	
	1836		Lord of the Isles, Cut. 45		1841	
July, 1848	1849		WELLS, William, Esq.			1879
	1849		Destiny, Sch. 107	Portsmouth	1850	
Aug., 1891	†1892		WEMYSS, Randolph, Esq.			
	1892		Aphrodite, Sch. 225	Cowes	1893	
	1900		Vanadis, SS. 333	London	1900	
May, 1828	1828		WEST, R. Frederick, Esq.			1834
	1828		Owen Glendower, Cut. 113	Southampton	1832	
May, 1869			WEST, Hon. R. Sackville. *See* 7th Earl De la Warr and Buckhurst.			
May, 1884	1884		WEST, J. R., Esq.			
	1884		Goshawk, Sch. 260	Cowes	1897	
	1896		Goshawk, SS. 70	,,		
May, 1886	1886		WEST, L. R., Esq.			
	1886		Silver Spray, Sch. 121	Cowes	1895	
Sept., 1863	†1864		WESTBURY, 1st Lord.			1872
			As Lord High Chancellor.			
	1864		Flirt, Sch. 155	Southampton	1865	
			As Lord Westbury.			
	1866		Flirt, Sch. 155	,,	1866	
May, 1859	1859		WESTENRA, Col. F.			1865
	1859		Sibyl, Cut. 45	Cowes	1864	
July, 1840	1840		WESTMINSTER, 2nd Marquis of.			1842
			As Earl Grosvenor.			
	1840		Dolphin, Sch. 217	Southampton	1842	

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May, 1842	1842		WHARNCLIFFE, 1st Lord.		1845
		1842	Romulus, Cut. 30 . . London	1845	
	1815	O.M.	*WHATLEY, Col.		1820
			No yacht known.		
May, 1853	1853		WHICHCOTE, Sir T., 7th Bart.		1891
		1853	Enchantress, Sch. 213 . . . Cowes	1867	
May, 1899	1899		WHITAKER, W. Ingham, Esq.		
		1899	Angela, SS. 169 . . . Portsmouth		
May, 1880	†1881		WHITBREAD, Samuel, Esq., M.P.		
		1881	Gondola, Sch. 178 . . Portsmouth		
June, 1821			WHITE, Hon. William.		
			See 3rd Earl of Bantry.		
May, 1878	1878		WICKLOW, 5th Earl of.		1881
		1878	Kala Fish, Sch. 70 . . London	1880	
		1880	Gelert, Sch. 168 . . . . Cowes	1881	
May, 1882	1882		WICKLOW, 6th Earl of.		1892
		1882	Gelert, Sch. 168 . . . . Cowes	1889	
May, 1884	†1885		WILKINSON, A. O., Esq.		1890
		1885	Taurus, SS. 312 . . . London	1890	
		1885	Phantom, Sch. 176 . . . Cowes	1889	
	1815	O.M.	*WILLIAMS, Owen, Esq.		1831
		1815	Blue-eyed Maid, Cut. 39 . . Cowes	1819	
		1820	Gazelle, Cut. 87 . . . Beaumaris	1831	
June, 1820	1820		WILLIAMS, Lieut.-Col. T. P., M.P.		1875
		1820	Blue-eyed Maid, Cut. 39 . . Cowes	1825	
		1824	Hussar, Sch. 120 . . . Beaumaris	1862	
		1834	Gazelle, Cut. 87 . . . ,,	1875	
July, 1841	1842		WILLIAMS, Capt. C. H., R.N.		1857
		1842	Will-o'-the-Wisp, Cut. 45 . London	1846	
		1847	Lark, Cut. 65 . . . . Cowes	1848	
		1851	Lavrock, Cut. 65 . . . . ,,	1857	
May, 1876	1876		WILLIAMS, Lieut.-General Owen.		
		1876	Gazelle, Cut. 87 . . . Beaumaris	1884	
		1878	Enchantress, Sch. 320 . . . Cowes	1879	
		1880	Enchantress, Sch. 341 . . . ,,		
Aug., 1896	1896		WILLIAMSON, Sir Hedworth, 8th Bart.		1900
		1896	Athene, SS. 85 . . . Glasgow	1900	
June, 1821	1821		WILLOUGHBY DE BROKE, 8th Lord.		1847
		1821	Antelope, Cut. 90 . . . Cowes	1833	

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May, 1856			WILLOUGHBY DE ERESBY, Lord. *See* De Eresby, Lord Willoughby.		
Sept., 1827	1827		WILSON, Sir T. M., 8th Bart.		1868
		1827	Syren, Cut. 45 . . . London	1848	
		1849	Syren, Sch. 45 . . . . ,,	1851	
		1852	Syren, Ywl. 60	1857	
Aug., 1877	1877		WILSON, Lieut.-Col. Mildmay, C.B.		
		1877	Marinetta, Ywl. 53 . . . Cork	1897	
July, 1832	1832		WILTON, 2nd Earl of.		1881
		1832	Owen Glendower, Cut. 113 . . .	1834	
		1835	Xarifa, Sch. 175 . . . . Cowes	1842	
		1843	Xarifa, Sch. 185 . . . . ,,	1847	
		1848	Xarifa, Sch. 200 . . . Plymouth	1851	
		1852	Xarifa, Sch. 204 . . . . Cowes	1852	
		1853	Zara, Sch. 312	1865	
		1866	Nyanza, Sch. 214 . . Greenock	1869	
		1870	Palatine, Sch. 450 . . ,,	1881	
July, 1864	†1865		WIMBORNE, 1st Lord.		1893
			As Sir Ivor Bertie Guest, Bart.		
		1865	Campanera, SS. 225 . . . Cowes	1872	
Oct., 1859	1859		WINDSOR, F. B., Esq.		1876
		1859	May Queen, 40	1859	
		1861	Doris, Ywl. 82 . . . . Cowes	1866	
		1872	Feronia, Sch. 55 . . . . ,,	1873	
May, 1864	1864		WISE, William, Esq.		1884
		1864	Urania, Sch. 172 . . . Cowes	1870	
		1873	Olympia, Ywl. 85 . . . ,,	1876	
		1879	Gwynfa, Cut. 60 . . . . ,,	1882	
May, 1883	1883		WOLVERTON, 2nd Lord.		1887
		1883	Palatine, SS. 450 . . Greenock	1887	
Aug., 1894	†1895		WOLVERTON, 3rd Lord.		
		1895	Reindeer, Sch. 77 . . . Cowes	1895	
Aug., 1859	†1860		WOOD, General Sir David, G.C.B.		1894
		1860	Freak, Ywl. 65 . . . . Poole	1861	
Aug., 1881	†1882		WOOD, Nicholas, Esq., M.P.		1892
		1882	Corinne, Sch. 160 . . . Cowes	1886	
May, 1885	1885		WOOD, Capt. Thomas.		
		1885	Livonia, Sch. 273 . . Portsmouth	1888	
		1889	Carmen, SS. 210 . . Southampton	1890	

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May, 1848	1848		WOODHOUSE, W. H., Esq.		1858
		1848	Gondola, Cut. 76 . . . Cowes	1853	
	1829		WOOLMORE, J., Esq.		1837
		1829	Trinity Yacht, Cut. 141 . London	1837	
May, 1899	1899		WREY, Sir Henry R. T., 9th Bart.		1899
		1899	Möina, Cut. 110 . . . Greenock	1899	
Aug., 1900	1901		WREY, Commander Sir R. B., 10th Bart., R.N.		
		1901	Möina, Cut. 110 . . . Greenock		
May, 1828	1828		WYKE, G., Esq.		1831
		1828	Poetess, Cut. 31	1831	
June, 1820	1820		WYNDHAM, Capt. G., R.N. *See* 5th Earl of Egremont.		
May, 1891	1891		WYNN, Hon. F. G. 4th Son of 3rd Lord Newborough.		
		1891	Etna, SS. 378	1891	
		1892	Mira, SS. 378 . . . Carnarvon	1893	
		1894	Mira, 329	1897	
May, 1890	†1891		WYTHES, Ernest J., Esq.		
		1891	St. George, SS. 850 . . . Cowes		
	1815	O.M.	*YARBOROUGH, 1st Earl.		1846
			As Hon. C. A. Pelham.		
		1815	Falcon, Brig. 150 . . . Cowes	1823	
			As Lord Yarborough.		
		1824	Falcon, Ship, 351 . . . Cowes	1836	
			As Earl of Yarborough.		
		1837	Kestrel, Cut. 156 . . . . Cowes	1838	
		1839	Kestrel, Ywl. 202 . . . ,,	1844	
		1845	Kestrel, Brigne. 202 . . . ,,	1846	
July, 1856	†1857		YARBOROUGH, 2nd Earl of.		1861
		1857	Zoe, Sch. 161 . . Southampton (Elected by acclamation.)	1861	
July, 1838	†1839		YORKE, Simon, Esq.		1847
		1839	Julia, Cut. 42 . . Southampton	1842	
May, 1877	1877		YORKE, Hon. Eliot C., M.P. 4th Son of 4th Earl of Hardwicke.		1878
		1877	Bianca, Cut. 75 . . . . Cowes	1877	
		1878	Garland, Sch. 160 . . Portsmouth	1878	

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May, 1861	1861		YOUNG, Sir Allen, C.B.			
			As Allen Young, Esq.			
			Ione, Sch. 74			
		1862	Swan, Brigne. 115	Hull	1862	
		1866	Erminia, 220	Cowes	1868	
		1869	Zara, Tps.Sch. 312	London	1872	
		1876	Pandora, SS. 426	Southampton	1877	
			As Sir Allen Young.			
		1880	Helen, Sch. 283	Cowes	1881	
		1883	Stella, SS. 169	London		
		1893	Lilith, Cut. 44	Cowes	1893	
		1899	Dolphin, Ywl. 53	,,	1899	
		1902	Susan, Cut. 68	,,		
Aug., 1897	†1898		ZETLAND, 1st Marquis of, K.P.			
		1898	Paulina, SS. 317	Cowes		

LIST OF EVERY YACHT WHICH HAS BELONGED TO THE ROYAL YACHT SQUADRON, WITH ITS OWNER AT VARIOUS TIMES, FROM THE FORMATION OF THE CLUB, 1815 TO 1901 INCLUSIVE.

From	Yachts.	Port of Registry.	To
	ACORN.		
1874	E. G. Curwen. Sch. 102	Southampton	1874
1883	John Leveson-Gower. Sch. 104	,,	1891
	ADA.		
1830	Lord John Scott. Cut. 40	Cowes	1831
1832	Admiral of the Fleet Sir Graham E. Hammond, Bart., G.C.B. Cut. 38	,,	1833
	ADELAIDE.		
1817	Hon. Wm. Hare. Cut.		1818
1840	Hon. H. F. Walker. Cut. 124	Galway	1843
1844	Sir R. G. Booth, Bart. Cut. 125	Sligo	1855
1880	S. W. Clowes. Ywl. 80	Portsmouth	1892
	ADEONA.		
1881	3rd Marquis of Ailsa. Sch. 166	Cowes	1881
	ADMIRALTY YACHT.		
1815	Lord Melville		1830
1832	Sir J. Graham		1834
1835	First Lord.		
	ADMIRAL CORNWALLIS.		
1817	Capt. J. C. Symonds, R.N. Ywl. 22	Southampton	1826
	ADVENTURESS.		
1886	G. A. Schenley. SS. 61	Portsmouth	1887
1891	Baron Oscar Dickson. Sch. 178		1891
	ALARM.		
1830	Joseph Weld. Cut. 193	Southampton	1851
1852	Joseph Weld. Sch. 248	,,	1863
1867	G. Duppa. Sch. 248	,,	1887

From	Yachts.	Port of Registry.	To
	ALBATROSS.		
1833	J. L. Gower. Cut. 74	Cowes	1835
1836	Philip Gell. Cut. 75	,,	1839
1840	J. L. Gower. Cut. 75	,,	1840
1842	J. C. Blackett. Cut. 75	,,	1845
1846	Sir W. P. Gallwey, Bart. Cut. 75	,,	1847
1859	Thos. Brassey, M.P. Sch. 110	Liverpool	1863
	ALBERTA (*ex* Margarita).		
1900	H.M. the King of the Belgians. SS. 1,322		
	ALBERTINE.		
1861	1st Lord Londesborough. Sch. 156	Lymington	1866
	ALBION.		
1864	Lord Otho Fitzgerald. SS. 155	Glasgow	1869
1888	Peter Thellusson. SS. 176	Portsmouth	1895
	ALCA.		
1858	Capt. Phillimore. Sch. 113	Portsmouth	1859
	ALDEGONDA.		
1881	Prince Henri de Bourbon, Comte de Bardi. Ywl. 63		1881
1882	Prince Henri de Bourbon, Comte de Bardi. Sch. 232		1885
	ALERTE.		
1864	Major J. Sladen, R.A. Cut. 55	Cowes	1864
1871	Sir H. Pelly, 3rd Bart. Cut. 56	,,	1872
1885	Lieut. J. Lillingston. Cut. 56	,,	1885
	ALFRED.		
1815	Thomas Hallifax. Cut. 46	London	1816
	ALGERIA.		
1892	A. W. Fulcher. Sch. 119	Southampton	1894
	ALINE.		
1860	Capt. C. S. A. Thellusson. Sch. 216	Portsmouth	1866
1868	Richard Sutton. Sch. 216	,,	1872
1875	5th Earl of Hardwicke. Sch. 216	,,	1877
1878	11th Lord Hastings. Sch. 210	Cowes	1881
1882	H.R.H. The Prince of Wales. Sch. 210	,,	1895
1896	Prince Ibrahim Halim Pacha. Sch. 216		
	ALIX.		
1873	H.R.H. The Duke of Connaught, K.G. Ywl. 90	Portsmouth	1875
	ALKELDA.		
1891	Robert Bayly. Sch. 141	Portsmouth	1900

From	Yachts.	Port of Registry.	To
	ALRUNA.		
1874	4th Earl of Carnarvon. Ywl. 125	Cowes	1876
1878	A. H. Smith-Barry. Ywl. 125	,,	1888
1899	Rt. Hon. Arnold Morley. Ywl. 126	,,	
	ALTISIDORA.		
1821	W. H. Saunders. Cut. 28	Southampton	1831
	ALVINA.		
1892	L. T. Cave. SS. 257	Southampton	1899
	AMAZON.		
1836	William Delafield. Cut. 75	Cowes	1837
1838	Capt. G. Keane, R.N. Cut. 75	,,	1839
1840	Sir J. B. Walsh, Bart. Cut. 75	,,	1856
1857	Sir J. B. Walsh, 2nd Bart., M.P. Cut. 85	,,	1861
1862	Sir J. B. Walsh, 2nd Bart., M.P. Ywl. 85	,,	1867
1868	Lord Ormathwaite. Ywl. 85	,,	1870
	AMETHYST.		
1826	James Smith. Cut. 21	Greenock	1832
	AMPHITRITE.		
1862	E. N. Harvey. Cut. 52	Southampton	1864
1866	Rev. J. N. Palmer. Cut. 52	,,	1866
1888	Lieut.-Col. A. D. Macgregor. Sch. 161	Portsmouth	1892
	AMULET.		
1836	John Meiklam. Cut. 43	Cowes	1839
1845	John Thomson. Cut. 51	,,	1852
	AMY.		
1826	G. Garland. Sch. 67	Poole	1830
	ANACONDA.		
1857	Capt. Phillimore. Sch. 101	Southampton	1857
1858	P. L. Powys. Sch. 101	Portsmouth	1863
	ANEMONE.		
1880	H. Gerard Leigh. Ywl. 80	London	1880
	ANGELA.		
1899	W. Ingham Whitaker. SS. 169	Portsmouth	
	ANGLESEY.		
1817	Capt. Hon. Sir C. Paget, R.N. Cut. 41	Southampton	1820
	ANN.		
1825	6th Earl of Harborough. Cut. 42	Southampton	1825
1826	1st Earl of Listowel. Cut. 42	,,	1837
1838	Hon. W. H. Hare. Cut. 42	,,	1844
1847	Capt. Hon. D. W. Pelham, R.N. Cut. 42	,,	1847
	ANNE.		
1825	Hon. W. Hare. Cut. 30		1825

From	Yachts.	Port of Registry.	To
	ANN ELIZA.		
1834	G. G. Morgan. Brig. 254		1840
	ANONYMA.		
1839	Lieut.-Col. Hon. R. F. Greville. Brig. 427	Portsmouth	1840
	ANTELOPE.		
1821	8th Lord Willoughby de Broke. Cut. 90	Cowes	1833
1834	Col. Wm. Markham. Cut. 90	Rochester	1839
1840	6th Viscount Powerscourt. Cut. 90	Portsmouth	1844
1846	T. D. P. Astley. Cut. 90	Liverpool	1848
	APHRODITE.		
1882	Sir R. W. Bulkeley, 11th Bart. Sch. 230	Cowes	1883
1884	Sir R. W. Bulkeley, 12th Bart. Sch. 230	,,	1887
1888	Lord Porchester. Sch. 230	,,	1890
1891	5th Earl of Carnarvon. Sch. 230	,,	1891
1892	Randolph Wemyss. Sch. 225	,,	1893
1894	H. A. Tufnell. Sch. 225	,,	1898
1899	W. Gervase Beckett. Sch. 225	,,	1901
	APSARA.		
1846	5th Earl of Orkney. Cut. 53	Cowes	1862
	AQUILINE.		
1865	Lieut.-Col. Hon. D. G. Finch. Sch. 155	Rochester	1865
	ARANELLA.		
1895	H.R.H. Grand Duke of Mecklenburg-Schwerin. Cut. 31		1897
	ARETHUSA.		
1892	2nd Earl of Dudley. Cut. 59	Cowes	1892
1898	Viscount Valletort. Cut. 59	,,	1898
1899	4th Earl of Mount Edgcumbe. Cut. 59	,,	
	ARIADNE.		
1841	William Peareth. Cut. 85	Cowes	1842
1844	Capt. W. B. Ponsonby. Cut. 84	,,	1845
1848	Lord Godolphin. Cut. 84	,,	1849
	ARIEL.		
1817	Thomas Hallifax. Cut. 71	Cowes	1823
1825	J. M. Raikes. Cut. 71	London	1828
1829	Viscount Deerhurst. Cut. 71	Cowes	1830
1831	8th Earl of Coventry. Cut. 71	,,	1842
1844	J. D. M. Stirling. Cut. 71	,,	1856
1839	Almon Hill. Sch. 118	,,	1848
1849	Sir G. H. D. S. Douglas, 4th Bart. Sch. 118	,,	1852
1853	T. Littledale. Sch. 148	Mersey	1856
1834	H. M. Blaydes. Sch. 38	Cowes	1835

From	Yachts.	Port of Registry.	To
	ARROW.		
1821	Joseph Weld. Cut. 85	Southampton	1828
1829	George Ackers. Cut. 84	,,	1834
1829	Philip Gell. Sch. 79	Greenock	1835
1835	Lord Godolphin. Cut. 84	Southampton	1845
1847	Thomas Chamberlayne. Cut. 142	,,	1876
	ARUNDEL.		
1830	12th Duke of Norfolk. Cut. 188	Arundel	1837
1839	William Hanham. Ywl. 210	Cowes	1842
	ASSAGAI.		
1884	Lieut.-Col. P. Crozier. SS. 82	Salcombe	
	ATALANTA.		
1815	John Fitzgerald. Cut. 116	Southampton	1816
	ATHENE.		
1896	Sir H. Williamson, 8th Bart. SS. 85	Glasgow	1900
	AURIGA.		
1896	Mr. Justice Gainsford Bruce. Sch. 102	Cowes	
	AURORA.		
1839	William Beach. Cut. 40	Cowes	1845
1847	Le Marchant-Thomas. Cut. 42	,,	1849
1850	Le Marchant-Thomas. Cut. 47	,,	1852
1853	Le Marchant-Thomas. Cut. 60	,,	1863
1864	Col. Sir F. Arthur, 2nd Bart. Cut. 60	,,	1864
1865	Thomas Hughan. Cut. 60	,,	1865
	AVENGER.		
1845	James Saunderson. Cut. 35	Cowes	1846
	AVIS.		
1899	H. D. H. Crosse. SS. 64	Portsmouth	
	AVOCA.		
1866	Tyrwhitt Walker. Cut. 40	Southampton	1866
	AYACANORA.		
1872	4th Earl of Gosford. Sch. 148	Portsmouth	1878
	AZIOLA.		
1885	A. Verschoyle. Sch. 147	Portsmouth	1885
1892	H. D. H. Crosse. Sch. 147	,,	1895
1899	Capt. F. C. B. Bridgeman, R.N. Sch. 147	,,	
	BACCHANTE.		
1847	B. H. Jones. Cut. 80	Poole	1863
1865	Montague Guest. Cut. 80	Liverpool	1865
1869	E. S. Curwen. Ywl. 80	Cowes	1873

From	Yachts.	Port of Registry.	To
	BALLERINA.		
1850	John Davenport. Sch. 117	Portsmouth	1861
1864	7th Duke of Marlborough. Sch. 115	,,	1864
1881	A. B. Foster. Sch. 132	Gosport	1885
1886	Montague Guest. Sch. 132	Portsmouth	1888
	BANSHEE.		
1876	4th Earl of Caledon. SS. 227	London	1877
1901	Col. Harry McCalmont, M.P. SS. 993	,,	
	BEATRICE.		
1856	J. E. W. Rolls. Sch. 208	Portsmouth	1863
1864	E. S. Curwen. Sch. 208	,,	1866
	BEATRIX.		
1851	Sir W. P. Carew, 8th Bart. Sch. 161	Portsmouth	1855
1860	2nd Earl of Durham. Sch. 127	Lymington	1870
1871	2nd Earl of Durham. Sch. 156	,,	1879
1881	H. Gerard Leigh. Sch. 156	Southampton	1888
	BEAUSEANT.		
1876	C. Milward, Q.C. Sch. 141	Portsmouth	1882
	BERESFORD.		
1825	James Scott. Cut. 26	Rochester	1834
	BESSIE.		
1874	7th Earl of Harrington. SS. 85	Cowes	1875
1876	7th Earl of Harrington. S.Sch. 130	,,	1881
1879	Major-Gen. A. Fremantle. S.Sch. 98	,,	1884
1882	8th Earl of Harrington. S.Sch. 138	,,	1883
	BETTY.		
1898	John Gretton, Junr., M.P. Cut. 92	Cowes	
	BIANCA.		
1848	C. P. Leslie, M.P. Sch. 32	Portsmouth	1850
1853	Earl of Mount-Charles. Sch. 31		1856
1876	2nd Marquis of Conyngham. Cut. 75	Cowes	1876
1877	Hon. E. C. Yorke, M.P. Cut. 75	,,	1877
1878	Ernest Cust. Cut. 75	,,	1893
	BLACK DWARF.		
1826	Capt. J. G. Garland, R.N. Cut. 62	Poole	1828
	BLACK OPAL.		
1889	A. B. Freeman-Mitford, C.B. Sch. 133	Cowes	1891
	BLACK PEARL.		
1886	13th Earl of Pembroke. Sch. 345	Southampton	1895
1898	4th Lord Dunsandle. SS. 285	Glasgow	
	BLANCHE.		
1853	Lord Otho Fitzgerald. Ywl. 40		1854
1873	Rt. Hon. Sir Jas. Fergusson, 6th Bart. Sch. 116	Ipswich	1874

From	Yachts.	Port of Registry.	To
	BLANDUSIA.		
1878	W. J. Pawson. SS. 161	Cowes	1888
	BLOODHOUND.		
1874	3rd Marquis of Ailsa. Cut. 40	Ayr	1880
	BLUE BELL.		
1892	Marquis of Stafford. Sch. 174	Portsmouth	1892
	BLUE-EYED MAID.		
1815	Owen Williams. Cut. 39	Cowes	1819
1820	T. P. Williams. Cut. 39	,,	1825
1827	James Lyon. Cut. 40	,,	1829
1830	James Lyon. Cut. 50	,,	1833
1834	Major James Mill. Cut. 50	,,	1835
1838	William Hanham. Cut. 56		1838
	BOADICEA.		
1874	Capt. C. S. A. Thellusson. Sch. 395	Portsmouth	1884
	BONA.		
1898	H.R.H. The Duke of Abruzzi. Cut. 122		1899
	BOTHALL.		
1826	4th Duke of Portland. Cut. 103	Troon	1827
	BREEZE.		
1836	James Lyon. Cut. 55	Portsmouth	1840
1841	Thomas Legh. Cut. 55	,,	1844
1845	3rd Viscount Exmouth. Cut. 55	,,	1845
	BRENDA.		
1869	John Thomson. SS. 38		1872
	BRILLIANT.		
1839	G. H. Ackers. Sch. 393	Southampton	1862
1864	G. H. Ackers. SS. 420	,,	1871
	BRITANNIA.		
1894	H.R.H. The Prince of Wales. Cut. 220	Glasgow	1897
1899	H.R.H. The Prince of Wales. Cut. 221		1900
1901	Sir R. Williams Bulkeley, Bart. Cut. 221		1901
1902	H.M. The King. Cut. 221		
	BRITON.		
1821	J. P. Powell. Sch. 92	Ramsgate	1831
1832	Lewis Upton. Sch. 92	,,	1838
	BRUNETTE.		
1859	Col. J. S. Smith. Cut. 70	Cowes	1860
1861	A. H. Davenport. Cut. 70	,,	1861
1864	J. P. Ellames. Cut. 70	,,	1864
1876	E. A. Drummond. Ywl. 70	London	1893
1895	Andrew Drummond. Ywl. 66	,,	

From	Yachts.	Port of Registry.	To
	BRUNHILDA.		
1900	Marquis of Dufferin and Ava. Ywl. 89	Cowes	1901
1901	Chas. J. P. Cave. Ywl. 89	,,	
	CACHALOT.		
1900	Rupert E. Beckett. Ketch, 87	Brixham	
	CAIMAN.		
1848	2nd Marquis of Ailsa. Sch. 76		1855
	CAMBRIA.		
1886	Capt. W. H. Roberts. Sch. 193	Cowes	1888
	CAMILLA.		
1841	Thomas Hallifax, Junr. Sch. 147	Cowes	1849
1852	J. E. W. Rolls. Sch. 147	Portsmouth	1854
1855	T. D. P. Astley. Sch. 147	,,	1861
1857	Viscount Templetown. Sch. 208	,,	1858
1869	Major-Gen. Douglas, C.B. Sch. 169	,,	1869
	CAMPANERA.		
1865	Sir Ivor B. Guest, 2nd Bart. SS. 225	Cowes	1872
	CANDIDA.		
1900	Capt. S. H. Johnston-Stewart. SS. 229	Glasgow	
	CAPERCAILZIE.		
1883	John Burns. SS. 521	Glasgow	1890
1891	Sir John Burns, Bart., of Castle Wemyss. SS. 521	,,	1891
1892	Sir John Burns, Bart., of Castle Wemyss. SS. 772	,,	1897
1898	1st Lord Inverclyde, of Castle Wemyss. SS. 772	,,	1900
1901	2nd Lord Inverclyde, of Castle Wemyss. SS. 772	,,	
	CAPRICE.		
1845	William Potts. Cut. 100	Cowes	1847
1853	H. B. Baring, M.P. Ywl. 56	,,	1855
1856	Lieut.-Col. C. Baring. Ywl. 56	,,	1869
1871	Lieut.-Col. Hamilton. Cut. 56	,,	1872
1873	2nd Marquis of Conyngham, K.P., G.C.H. Cut. 56		
1873	P. Perceval. Cut. 56	,,	1895
1896	R. C. Naylor. Cut. 56	,,	1898
1901	15th Duke of Somerset. Cut. 57	,,	
	CAPRICORN.		
1847	C. R. M. Talbot, M.P. Sch. 313	Southampton	1852
1853	C. R. M. Talbot, M.P. Sch. 344	,,	1856
1857	C. R. M. Talbot, M.P. SS. 418	Swansea	1870
	CARIAD.		
1896	4th Earl of Dunraven. Ketch, 120	Southampton	1900
	CARINA.		
1894	Admiral Hon. Victor Montagu. Cut. 69	Glasgow	1895

From	Yachts.	Port of Registry.	To
	CARMEN.		
1884	Sir R. W. Bulkeley, 12th Bart. SS. 210	Southampton	1888
1889	Capt. Thomas Wood. SS. 210.	,,	1890
	CAROLINE.		
1830	2nd Marquis of Donegall. Cut. 49	Cowes	1834
1844	Crofton Vandeleur. Cut. 60	Kilrush	1849
1858	Hon. Wyndham Quin. Ywl. 47	Bristol	1859
1861	Hon. Wyndham Quin. Sch. 72	Portsmouth	1862
	CASSANDRA.		
1894	F. M. Huth. SS. 109	Southampton	1898
1900	F. M. Huth. SS. 182	,,	1900
1901	F. M. Huth. SS. 222	,,	
	CASTALIA.		
1874	Adrian E. Hope. Sch. 230	Southampton	1875
	CASTANET.		
1894	W. R. Cookson. Cut. 64	Southampton	1895
	CATANIA.		
1896	4th Duke of Sutherland. SS. 639	Glasgow	
	CATERINA.		
1891	S. Nugent Townshend. Ywl. 56	Portsmouth	1892
1895	5th Earl of Carnarvon. SS. 581	,,	1895
	CAVALIER.		
1875	Sir M. R. Shaw-Stewart, 7th Bart. SS. 482	Cowes	
	CAYMAN.		
1859	R. B. Baxendale. Sch. 78	London	1868
	CECILE.		
1854	2nd Marquis of Conyngham. Sch. 190	Cowes	1859
1860	3rd Marquis of Drogheda. Sch. 190	,,	1866
1867	Sir P. F. Shelley, 4th Bart. Sch. 190	,,	1867
1885	Pryce Hamilton. SS. 272	Shoreham	1890
	CELIA.		
1894	A. H. Smith-Barry, M.P. Cut. 64	Cowes	1898
1899	10th Earl of Scarborough. Cut. 64	,,	1900
1900	6th Earl of Arran. Cut. 64		1900
1901	Baron von Eckardstein. Cut. 64	,,	
	CERES.		
1863	2nd Earl Brownlow. SS. 307		1863
1871	John Lancaster, M.P. SS. 305	Liverpool	1871
1875	10th Duke of St. Albans. SS. 300.	,,	1897
	CETO.		
1884	Sir E. C. Guinness., 1st Bart. Sch. 106	Cowes	1887

From	Yachts.	Port of Registry.	To
	CETONIA.		
1879	4th Earl of Gosford, K.P. Sch. 203	Cowes	1881
1883	Edwd. Guinness. Sch. 203	,,	1884
1885	Sir E. C. Guinness. Sch. 203	,,	1890
1891	1st Lord Iveagh. Sch. 203	,,	
	CHALLENGE.		
1895	Ralph Sneyd. Cut. 45	Cowes	1895
	CHAMPION.		
1869	E. N. Harvey. Cut. 30		1872
	CHANTICLEER.		
1874	Lieut.-Col. J. Sterling. Ywl. 118	Cowes	1874
1898	Lieut. W. N. Diggle, R.N. SS. 60	,,	
1901	Capt. Æ. M. B. Gage. Ywl. 122	,,	
	CHARLOTTE.		
1815	Joseph Weld. Cut. 60	Southampton	1820
1822	John Vassall		1826
1828	Sir G. Leeds, 1st Bart. Cut. 66	Cowes	1829
1832	2nd Marquis of Thomond. Cut. 66	Cork	1837
1834	J. P. Powell. Brig. 265	London	1836
1837	3rd Marquis of Waterford. Brig. 265	,,	1838
1844	Hon. W. H. W. Hedges. Cut. 77	Cowes	1848
	CHARM.		
1841	John Meiklam. Cut. 73	Cowes	1842
1843	M. J. Higgins. Cut. 73	,,	1843
1844	Sir W. P. Gallwey, 2nd Bart. Cut. 73	,,	1844
	CHARMING MOLLY.		
1823	Lieut.-Col. Harris. Sch. 30	Halifax, N.S.	1828
	CHAZALIE.		
1884	H. E. Mon. de Falbe. S.Sch. 528		1893
	CHERUB.		
1824	S. Challen. Ywl. 15	Dartmouth	1827
	CHESAPEAKE.		
1857	J. Gee. SS. 77	Hull	1859
	CHIMÆRA.		
1901	Col. Hon. Henry C. L. Crichton. SS. 97	Southampton	
	CHRISTINE.		
1892	Sir Wm. Scott, 7th Bart., of Ancrum. SS. 171	Glasgow	1896
1897	Sir Wm. Scott, 7th Bart., of Ancrum. SS. 245	,,	
	CHRYSALIS.		
1892	E. S. Bowlby. SS. 201	Glasgow	

From	Yachts.	Port of Registry.	To
	CHRISTABEL.		
1868	4th Earl Annesley. Cut. 51	London	1871
	CINDERELLA.		
1857	Rt. Hon. Lord Otho Fitzgerald. SS. 30	Kingstown	1860
1874	E. H. Scott. SS. 228	Glasgow	1877
1878	Sir H. P. Burrard, 6th Bart. SS. 228	,,	1878
	CIRCASSIAN.		
1841	Major William Lyon. Sch. 160	Portsmouth	1843
1844	Major Phillips. Sch. 160	Cowes	1848
1849	Charles Colville. Sch. 160		1849
	CISSY.		
1858	James Dunn. Sch. 121	Southampton	1860
1864	F. K. Dumas. Sch. 121	,,	1864
	CITY OF PARIS.		
1866	C. R. M. Talbot, M.P. Pad.S. 255	London	1869
	CLARA.		
1819	Hon. W. Hare. Cut. 15	Southampton	1822
	CLAUDE.		
1842	T. M. Gibson, M.P. Ywl. 30	London	1844
	CLAYMORE.		
1849	Archd. Campbell. Cut. 65		1850
1850	Archd. Campbell. Sch. 118	Southampton	1851
1852	Archd. Campbell. Sch. 139	,,	1855
1856	Hon. H. Rowley. Sch. 130	,,	1858
1859	John Harvey. Sch. 130	,,	1878
1881	8th Duke of Bedford. Sch. 130	,,	1883
	CLEOPATRA.		
1893	J. Lysaght. SS. 650	Leith	1894
	CLINKER.		
1830	Horatio Ross. Sch. 50		1830
	CLIO.		
1863	F. K. Dumas. Cut. 43	Poole	1863
	CLOWN.		
1828	4th Duke of Portland. Ketch, 156	Troon	1840
	CLUTHA.		
1869	Charles Brett. Cut. 90		1872
	CLYTIE.		
1867	Hon. Cecil Duncombe. Sch. 64	Southampton	1867
1877	Orlando Bridgeman. Sch. 64	Portsmouth	1881

From	Yachts.	Port of Registry.	To
	COLUMBINE.		
1820	Viscount Kirkwall. Ywl. 22	London	1820
1833	J. Smith-Barry. Cut. 90	Cork	1834
1835	John Smith-Barry. Cut. 90	,,	1836
1838	James Hugh Smith-Barry. Cut. 90	,,	1853
1855	Capt. R. H. Smith-Barry. Sch. 72	Cowes	1858
	COMET.		
1872	Rt. Hon. Lord Otho Fitzgerald. Sloop, 40	London	1872
	CONDOR.		
1866	William Houldsworth. Cut. 130	Greenock	1866
1873	Sir Geo. Stucley, 1st Bart., M.P. Ywl. 136	Portsmouth	1875
	CONSTANCE.		
1850	2nd Marquis of Conyngham. Sch. 218	Cowes	1852
1853	R. C. Naylor. Sch. 249	,,	1857
	CONSUELO.		
1900	26th Earl of Crawford and Balcarres. SS. 546	London	1900
1901	26th Earl of Crawford and Balcarres. SS. 708	Cowes	
	COQUETTE.		
1815	H. A. Herbert. Cut. 18	London	1819
1826	H. Thorold. Brig. 150	Cowes	1835
1851	Lord Godolphin. Sch. 40	,,	1854
1855	J. H. W. Smith-Pigott. Sch. 47	Southampton	1858
1863	Lieut.-Col. Henry Armytage. Sch. 50	Cowes	1863
1864	Earl of Mount Charles. Sch. 50	,,	1865
	CORAL QUEEN.		
1848	Viscount Seaham. Sch. 117	Portsmouth	1848
1849	Lord Wm. Beresford. Sch. 117	,,	1850
1852	6th Earl of Selkirk. Sch. 117	,,	1856
	CORINNE.		
1882	Nicholas Wood, M.P. Sch. 160	Cowes	1886
1888	Chas. H. Goschen. Sch. 165	,,	1898
	CORISANDE.		
1886	F. C. Sartoris. Ywl. 145	Cowes	1888
1897	10th Duke of Leeds. Ywl. 145	,,	1897
1898	10th Duke of Leeds. Ketch, 160		
	CORNELIA.		
1868	Earl Vane. SS. 305		1872
1873	5th Marquis of Londonderry. SS. 305	Sunderland	1879
1880	5th Marquis of Londonderry. Sch. 500		1884
1888	Wm. Mackinnon. SS. 544	,,	1888
1889	Sir W. Mackinnon, 1st Bart., C.I.E. SS. 544	,,	1893
	CORNWALL.		
1860	2nd Marquis of Conyngham. SS. 112	Cowes	1860

From	Yachts.	Port of Registry.	To
	CORSAIR.		
1825	A. Corbet. Ywl. 43	Cowes	1827
1832	Col. Madden. Cut. 84	,,	1835
1837	John Bagwell. Cut. 85	Cork	1838
1839	George Bentinck, M.P. Cut. 85	Cowes	1839
1842	John Congreve. Cut. 84	,,	1847
1850	Joseph Gee. Cut. 84	,,	1851
1858	A. Kavanagh. Cut. 105		1859
1892	Rear-Admiral Hon. Victor Montagu. Cut. 60	Southampton	1892
	CRESCENT.		
1873	Hon. J. St. V. Saumarez. Ywl. 57	Cowes	1876
	CRESSIDA.		
1889	21st Earl of Morton. SS. 199	Glasgow	
	CRUISER.		
1877	14th Earl of Eglinton. Sch. 356	Barrow	1879
	CRUSADER.		
1832	H. B. Hoghton. Cut. 39		1832
1837	Robert Meiklam. Sch. 126	Cowes	1840
1841	R. B. Sheridan. Sch. 127	London	1842
	CUCKOO.		
1873	Lord Henry Gordon-Lennox, M.P. Cut. 93	Cowes	1874
	CUHONA.		
1884	Sir A. B. Walker, 1st Bart. S.Sch. 498	Liverpool	1893
1894	Sir Peter Walker, 2nd Bart. S.Sch. 498	,,	1897
1898	Henry A. Campbell. Aux. Sch. 498	,,	
	CURLEW.		
1844	Nathl. Alexander. Sch. 46		1844
	CYCLONE.		
1870	Sir E. Sullivan, 5th Bart. Brigne. 155	Cowes	1870
1871	2nd Earl of Lichfield. Brigne. 155	,,	1878
	CYGNET.		
1815	J. N. Fazakerley. Cut. 57	Cowes	1819
1820	6th Earl of Harborough. Cut. 57	Dover	1823
1824	J. Reynolds. Cut. 57	,,	1827
1848	Hedworth Lambton, M.P. Cut. 35		1858
1867	Sir Reginald Graham, Bart. Cut. 35		1869
	CYMBA.		
1859	Capt. R. H. Smith-Barry. Cut. 53	Cowes	1861
	CYNTHIA.		
1836	R. Frankland. Cut. 40	Cowes	1845
	CZARINA.		
1860	Sir Geo. Stucley, 1st Bart. Sch. 210	Plymouth	1863
1879	Albert Brassey. S.Sch. 587	Portsmouth	

From	Yachts.	Port of Registry.	To
	DAGMAR.		
1866	H.R.H. the Prince of Wales. Cut. 37 . .	Wivenhoe	1869
	DAPHNE.		
1866	Viscount Castlerosse. Sch. 167 . . .	Cowes	1866
1868	Sir N. M. Lockhart, 4th Bart. Sch. 160 . .	,,	1870
1872	Sir Simon Lockhart, 5th Bart. Sch. 160 . .	,,	1893
1884	A. Reynell-Pack. Cut. 61. . . .	Glasgow	1885
1888	Hon. Harold Denison. Ywl. 61	,,	1891
	DARING.		
1866	Admiral R. Quinn. Cut. 34	Dartmouth	1866
1868	Sir J. S. Trelawny, 9th Bart. Cut. 35 . . .	Cowes	1875
	DAUNTLESS.		
1830	Hon. Capt. R. F. Greville. Cut. 55 . . .	Milford	1832
	DAWN.		
1873	Baillie A. Cochrane, M.P. Sch. 74 . . .	Cowes	1876
	DAY-DREAM.		
1871	Col. Edwd. Loyd. Ywl. 92	Cowes	1876
1877	Sir R. W. Bulkeley, 11th Bart. Ywl. 92 . .	,,	1881
	DE EMETJE.		
1826	6th Earl of Harborough. Lug. 103 . . .	Dover	1830
1832	Almon Hill. Lug. 103	London	1835
	DEERHOUND.		
1858	8th Duke of Leeds. SS. 130	Liverpool	1858
1864	John Lancaster. SS. 190	,,	1867
1869	Sir Edwd. Sullivan, 5th Bart. SS. 190 .	,,	1869
1870	Sir Geo. Stucley, M.P., 1st Bart. SS. 190 .	,,	1872
	DELAWARE.		
1861	T. G. Lumsden. Cut. 55	Lymington	1861
1864	Major Carpenter. Cut. 60	London	1867
	DERWENT.		
1851	1st Lord Londesborough. Sch. 115 . .	Portsmouth	1852
1854	M. E. Hoare. Sch. 117	.	1856
1858	Charles Lee. Sch. 117	Cowes	1860
1861	Col. J. T. Clifton. Sch. 138	,,	1862
1864	Col. J. T. Clifton. Sch. 138	,,	1866
	DESMOND.		
1820	H. A. Herbert. Cut. 34	Rochester	1820
	DESTINY.		
1849	William Wells. Sch. 107	Portsmouth	1850
1851	C. P. Leslie. Sch. 107	,,	1851
1853	Sir R. J. Buxton, 3rd Bart., M.P. Sch. 108 .	.	1856
1861	J. E. Bradshaw. Sch. 140 . . .	Southampton	1864

From	Yachts.	Port of Registry.	To
	DIADEM.		
1866	F. S. Stanley. Sch. 126	Poole	1867
1868	Sir R. D. King, 3rd Bart. Sch. 126	,,	1868
1869	7th Earl of Harrington. Sch. 126	Dublin	1876
1877	11th Earl of Loudoun. Sch. 126	,,	1881
	DIANA.		
1866	Major-Gen. Sir N. B. Chamberlaine, K.C.B. Sch. 82	Portsmouth	1867
1869	Viscount Bury, K.C.M.G., M.P. Sch. 82	,,	1872
	DIE JONGE VROW.		
1820	Sir Wm. Curtis, 1st Bart. Cut. 76	London	1827
	DINSDALE.		
1901	6th Earl of Arran. Ketch, 91	London	
	DIRK HATRICK.		
1829	Sir W. Maxwell, 5th Bart., of Monreith. Ywl. 49	Wigtown	1830
1832	Sir W. Maxwell, Bart., of Monreith. Ywl. 49	,,	1832
	DOG STAR.		
1894	5th Lord Braye. Ywl. 89	Cowes	1899
	DOLPHIN.		
1825	Capt. P. Browne, R.N. Cut. 58	Cowes	1827
1828	John Leveson Gower. Cut. 58	,,	1830
1830	George Courtnay. Cut. 48		1831
1830	Capt. A. L. Corry, R.N. Cut. 58	,,	1830
1832	Capt. A. L. Corry, R.N. Cut. 58	,,	1832
1837	Geo. Holland Ackers. Sch. 217	Southampton	1840
1840	Earl Grosvenor. Sch. 217	,,	1842
1850	William Smith. Sch. 217	Portsmouth	1852
1877	Rev. J. N. Palmer. Cut. 54	Dartmouth	1884
1899	Sir Allen Young. Ywl. 53		1899
1900	4th Earl of Normanton. Ywl. 53	Cowes	1900
1901	Lieut.-Col. Hon. G. A. V. Bertie. Ywl. 54.	,,	1901
	DORA.		
1873	R. W. Spicer. SS. 75	Cowes	1887
1888	Major-Gen. A. L. Fremantle, C.B. SS. 75	,,	1893
	DORIS.		
1861	F. B. Windsor. Ywl. 82	Cowes	1866
1867	Col. J. T. Clifton. Ywl. 82	,,	1868
1869	3rd Earl of Ducie. Ywl. 82	,,	1870
	DORMOUSE.		
1816	S. P. Peach. Ywl. 15	Bristol	1825
	DOTTEREL.		
1889	Charles Coombe. SS. 214	Leith	

From	Yachts.	Port of Registry.	To
	DOVE.		
1815	J. Lindegren. Cut. 55	Portsmouth	1829
1830	R. M. Raikes. Cut. 55	,,	1834
1844	L. Shedden. Cut. 50	Southampton	1847
	DREAM.		
1828	John Campbell. Cut. 66	Cowes	1832
1840	George Bentinck. Cut. 100	Portsmouth	1846
1847	George Bentinck. Ywl. 124	,,	1854
1855	G. P. Bentinck, M.P. Ywl. 184	,,	1866
1866	Charles Heneage. Ywl. 32	Ipswich	1867
1868	G. H. P. Bentinck, M.P. Tps.Sch. 238	Southampton	1882
1874	10th Duke of St. Albans. Ywl. 184	Portsmouth	1874
1875	W. T. Amherst. Ywl. 184	,,	1892
1883	W. A. T. Amherst, M.P. Tps.Sch. 238	Southampton	1885
1893	Lord Amherst of Hackney. Ywl. 184	Portsmouth	
	DRIFT.		
1846	James Lyon. Cut. 55	Portsmouth	1847
1851	James Lyon. Cut. 55	,,	1852
1856	F. R. Magenis. Cut. 50		1857
	DRUID.		
1829	Richard Fox. Cut. 45	Cowes	1829
1830	William Latham. Cut. 45	,,	1831
1833	John Congreve. Cut. 45	Waterford	1834
	DRYAD.		
1846	William Delafield. Cut. 85	Portsmouth	1852
1854	7th Earl of Cardigan. Cut. 85	,,	1859
	DUCHESS.		
1846	T. W. Fleming. Cut. 31	Cowes	1846
1849	Viscount Somerton. Ywl. 31	Portsmouth	1850
	EAGLE.		
1844	C. Ruding. Ywl. 53		1852
1851	J. V. Allen. Sch. 60	Cowes	1851
	EARL ST. VINCENT.		
1826	Sir H. Rivers, Bart. Cut. 41	Southampton	1841
	ECLIPSE.		
1815	B. Wardle. Ywl. 10	Weymouth	1817
	EDILINE.		
1875	7th Earl De La Warr and Buckhurst. SS. 313	Southampton	1882
	EDITH.		
1839	J. C. Ewart, M.P. Cut. 70	Liverpool	1855
1872	Sir Jas. Fergusson, 6th Bart. Cut. 35	Adelaide	1872
1858	John Berners. Ywl. 79	Cowes	1858
	EDWINA.		
1884	Sir Jas. Drummond, 4th Bart. Ywl. 60.	Colchester	1897

From	Yachts.	Port of Registry.	To
	EGERIA.		
1865	John Mulholland, M.P. Sch. 161	Poole	1892
1893	1st Lord Dunleath. Sch. 161	,,	1896
1896	2nd Lord Dunleath. Sch. 157	,,	1898
	EGIDIA.		
1862	5th Lord Rendlesham. Sch. 137	Colchester	1864
1865	Col. Douglas, C.B. Sch. 137	,,	1866
1867	John Tremayne. Sch. 137	,,	1868
	EGRET.		
1859	John Berners. Sch. 80	Ipswich	1885
1888	Capt. Hugh Berners. Sch. 83	,,	1890
	EILEEN.		
1879	G. R. Stephenson. SS. 122	Newcastle	1893
	ELFRIDA.		
1889	John Macdonald. SS. 159	Leith	1891
	ELIZA.		
1815	S. Challen. Ywl. 44	Cowes	1823
1818	Sir G. Thomas, Bart. Ywl. 34	,,	1826
1827	C. Bowdler. Cut. 40	Portsmouth	1828
1828	Capt. T. Garth, R.N. Ywl. 34	Cowes	1835
	ELIZABETH.		
1815	T. A. Smith, Junr. Cut. 66	Southampton	1819
1815	Sir G. Thomas, Bart. Ywl. 19	Cowes	1817
1817	John Fitzgerald. Cut. 116	Southampton	1818
1818	B. Wardle. Ywl. 19	Cowes	1820
1819	J. Fleming, M.P. Cut. 66	Southampton	1839
1821	T. A. Smith, Junr. Cut. 66	,,	1823
1824	Sir Godfrey Webster, 5th Bart. Cut. 66	,,	1824
1826	D. Magniac. Cut. 66	,,	1826
1825	5th Earl of Darnley. Cut. 42	Dover	1830
1827	John Moore. Cut. 65	Cowes	1833
1834	Sir F. Johnstone, 7th Bart. Cut. 65	,,	1837
1838	Hon. Aug. Moreton. Cut. 65	,,	1853
	ELLA.		
1858	Sir G. East, 2nd Bart. Sch. 106	Cowes	1862
	ELLEN.		
1832	William Leigh. Cut. 47		1833
	ELLIDA.		
1878	4th Earl of Roden. S.Sch. 230	Cowes	1879
1880	Sir G. Stucley, 1st Bart., M.P. Sch. 230	,,	1887
	ELLIN.		
1829	S. P. Peach. Cut. 46	Bristol	1831

From	Yachts.	Port of Registry.	To
	ELMINA.		
1874	Sir R. Sutton, 4th Bart. Sch. 355	Portsmouth	1878
1879	Sir R. Sutton, 5th Bart. Sch. 355	,,	1890
	ELSPETH.		
1877	Col. J. Campbell. SS. 182	Glasgow	1880
1886	Capt. Hon. Henry Denison. SS. 174	Southampton	1889
	EMERALD.		
1822	Sir G. Leeds, 1st Bart. Cut. 16	Cowes	1828
1826	J. L. Symonds. Cut. 58	,,	1848
1853	John Thomson. Sch. 77	Belfast	1858
1859	John Thomson. Sch. 82		1864
1865	John Thomson. Sch. 123		1873
	EMMA.		
1815	Wm. Curtis. Cut. 11	London	1819
1824	Sir W. Curtis, 1st Bart. Sch. 132	Ramsgate	1828
1829	Sir W. Curtis, 2nd Bart. Sch. 132	,,	1831
	EMMELINE.		
1845	E. N. Harvey. Brigne. 204	London	1846
	EMMETJE.		
1836	Hon. H. F. Walker. Sch. 103	Galway	1839
	EMILY.		
1830	Earl of Belfast. Snip, 33	Cowes	1832
1834	Capt. Pechell, M.P. Brigne. 33	,,	1837
	ENCHANTRESS.		
1849	7th Earl of Cardigan. Sch. 213	Cowes	1852
1853	Sir T. Whichcote, 7th Bart. Sch. 213	,,	1867
1868	Sir P. F. Shelley, 4th Bart. Sch. 213	,,	1868
1878	Gen. Owen Williams. Sch. 341	,,	1888
	EÖTHEN.		
1864	A. Anderson. SS. 337	London	1867
1868	2nd Marquis of Conyngham. SS. 345	Southampton	1870
1871	Thomas Brassey. SS. 345	,,	1872
1886	Earl De La Warr and Buckhurst. SS. 340	London	1890
1899	Lieut. R. B. Croft, R.N. SS. 340	Swansea	
	ERIN.		
1823	T. Allen. Sch. 94	Lynn	1841
	ERMINIA.		
1850	1st Earl of Ellesmere. Sch. 220	Portsmouth	1856
1858	5th Lord Dufferin. SS. 220	,,	1862
1866	Allen Young. SS. 220	Cowes	1868
1869	Sir Bruce Chichester, 2nd Bart. Tps. Sch. 276	,,	1880
1882	Major Wm. Murray. Tps. Sch. 270	,,	1884
	EROS.		
1888	Baron Arthur de Rothschild. SS. 737		1900

From	Yachts.	Port of Registry.	To
	ESMERALDA.		
1843	J. Delafield. Sch. 126	Portsmouth	1844
1845	T. W. Fleming. Sch. 129	Cowes	1845
1847	J. E. W. Rolls. Sch. 129	Portsmouth	1849
	ESTEREL.		
1886	R. C. T. Blunt, R.N. SS. 93	Glasgow	1887
	ETNA.		
1891	Hon. F. G. Wynn. SS. 378		1891
	ETONA.		
1880	Lieut.-Col. E. Loyd. Ywl. 45	Cowes	1887
1889	Chas. Hall, Q.C., M.P. Ywl. 48	,,	1889
	EUDORA.		
1838	R. W. Cooper. Cut. 59	Cowes	1844
1845	Nathl. Alexander, M.P. Cut. 59	,,	1848
	EUGENIE.		
1855	John Wardlaw. Sch. 92	Lymington	1856
1857	R. Frankland. Sch. 92	,,	1865
1859	The Emperor of the French. SS.		1872
1867	R. Batt. Sch. 92	,,	1867
1869	Lord Henry Cholmondeley. Sch. 92	Southampton	1869
1871	Lieut.-Col. F. Dugmore. Sch. 92	,,	1871
	EUPHROSYNE.		
1889	W. J. Pawson. SS. 223	Cowes	1889
1892	Robert Ryrie. SS. 227	,,	1899
	EVA.		
1861	A. Kavanagh, M.P. Sch. 130	Lymington	1873
1861	Sir H. L. Bulwer, G.C.B. Cut. 60	Constantinople	1865
	EVADNE.		
1871	Sir W. P. Carew, 8th Bart. Sch. 210	Portsmouth	1873
	EVANGELINE.		
1884	L. T. Cave. SS. 138	Cowes	1892
1894	Lord Clifden. SS. 127	,,	1895
	EXPERIMENT.		
1816	J. Shakespeare. Ywl. 34	Hastings	1816
1820	T. A. Smith. Ywl. 34	,,	1820
1823	J. Shakespeare. Ywl. 34	,,	1824
1825	Lord F. L. Gower. Ywl. 33	London	1827
	EXTRAVAGANZA.		
1855	Sir P. F. Shelley, 4th Bart. Cut. 48	Cowes	1858
	FAIR GERALDINE.		
1864	20th Lord de Ros. Cut. 31	London	1869
1880	Rt. Hon. Lord Otho Fitzgerald. SS. 304	Leith	1882

From	Yachts.	Port of Registry.	To
	FAIR ROSAMOND.		
1846	Marquis of Blandford. Sch. 120	Portsmouth	1847
1848	William Lyon. Sch. 123	,,	1850
1851	Viscount Canning. Sch. 123	,,	1855
1856	Earl of Gifford, M.P. Sch. 123	Cowes	1859
1860	John Wardlaw. Sch. 123	Southampton	1862
1863	Capt. P. Smith. Sch. 123	,,	1864
1865	F. P. D. Radcliffe. Sch. 123	Portsmouth	1875
	FAIRY.		
1818	T. T. Grant. Cut. 37	Southampton	1819
1824	Wm. Chamberlayne. Cut. 37	,,	1829
1843	Wm. Peareth. Sch. 143	Cowes	1846
1847	Sir Hyde Parker, 8th Bart. Sch. 143	,,	1848
1849	Sir H. St. John Mildmay, 5th Bart. Sch. 143	,,	1852
1853	J. H. Elwes. Sch. 143	,,	1853
1854	2nd Marquis of Conyngham. Sch. 147	,,	1854
	FAIRY QUEEN.		
1846	Hon. W. H. Hare. Sch. 67	Southampton	1846
	FALAISE.		
1896	Forrester Britten. SS. 70	Cowes	1898
1899	Forrester Britten. SS. 194	Southampton	
	FALCON.		
1815	Hon. C. A. Pelham. Brig. 150	Cowes	1823
1824	Lord Yarborough. Ship, 351	,,	1836
1839	Rev. Denis George. Ywl. 60	Southampton	1843
1844	John Beardmore. Ywl. 60	Cowes	1846
1859	W. G. Craven. Sch. 150	Lymington	1860
1869	Hon. F. Stanley, M.P. Twin Scr. 42		1871
	FANCY.		
1853	Rev. R. P. Hartopp. Sch. 104	Portsmouth	1854
1857	3rd Marquis of Drogheda. Sch. 120		1859
	FANNY.		
1815	Rt. Hon. Lord Ponsonby. Sch. 21	Cowes	1816
1816	J. Shakespeare. Sch. 21	,,	1822
1830	James Meiklam. Cut. 75	,,	1837
1838	T. P. Halsey. Cut. 75	,,	1839
1840	F. P. D. Radcliffe. Cut. 75	,,	1841
1842	Sir E. Scott, 2nd Bart., of Great Barrs. Cut. 59	,,	1850
	FASTNET.		
1863	Sir H. Becher, 2nd Bart. Cut. 65	Cowes	1877
	FEDORA.		
1894	5th Marquis of Waterford. SS. 358	Hull	1895
1896	5th Duke of Montrose. SS. 358	,,	1897

From	Yachts.	Port of Registry.	To
	FENELLA.		
1847	John Gray. Cut. 47	Cowes	1851
1871	4th Earl of Gosford. Sch. 148	Southampton	1871
1873	5th Lord Calthorpe. Sch. 84	,,	1873
1884	Vicomte d'Estampes-Valencay. Sch. 77		1890
	FERIDA.		
1868	3rd Marquis of Drogheda. Sch. 170		1881
	FERNANDE.		
1849	Major Martyn. Sch. 125	Portsmouth	1852
	FERONIA.		
1872	F. B. Windsor. Sch. 55	Cowes	1873
	FIDELIA.		
1858	C. R. Colville, M.P. Cut. 111	Cowes	1867
	FIRE FAY.		
1892	James Stevenson. SS. 402	Glasgow	
	FIREFLY.		
1857	Sir H. Oglander, 7th Bart. S.Sch. 205	Cowes	1860
1861	Sir H. Oglander, 7th Bart. S.Sch. 230	,,	1873
1874	Major F. Cartwright, M.P. S.Sch. 230	,,	1880
1884	T. L. M. Cartwright. S.Sch. 230	,,	1888
	FLEUR-DE-LYS.		
1873	Capt. E. Boyle. Sch. 82	Colchester	1879
1892	Prince Henri de Bourbon, Count de Bardi. SS. 328		1895
	FLIRT.		
1842	Sir Bellingham Graham, 7th Bart. Sch. 132	Cowes	1847
1848	Sir Bellingham Graham, 7th Bart. Sch. 155	,,	1849
1851	Col. Sir C. F. Maclean, 9th Bart. Sch. 155	,,	1859
1861	Sir P. F. Shelley, 4th Bart. Sch. 155	Southampton	1863
1864	1st Lord Westbury, Lord High Chancellor. Sch. 155	,,	1866
	FLORENCE.		
1861	8th Duke of Leeds. Sch. 162	Cowes	1871
	FLORINDA.		
1901	Reginald Hague Cook. Ywl. 135	Portsmouth	
	FLOWER OF YARROW.		
1830	5th Duke of Buccleuch, K.G. Cut. 100		1830
1831	5th Duke of Buccleuch, K.G. Cut. 129		1833
1834	5th Duke of Buccleuch, K.G. Cut. 145	Leith	1840
1834	Charles Smith. Sch. 129	Portsmouth	1838
1839	Viscount Exmouth. Sch. 141	,,	1844
1844	R. Lumley. Sch. 141	,,	1845
1846	Geo. Miles. Sch. 141		1847
1848	Lord John Scott. Ywl. 183		1859
1866	Earl of Dalkeith, M.P. Ywl. 213	Cowes	1867
1869	5th Lord Suffield. Sch. 212	,,	1871

From	Yachts.	Port of Registry.	To
	FLY.		
1815	Marquis of Buckingham. Sch. 73	Cowes	1816
	FLYING CLOUD.		
1862	Count E. Batthyany. Sch. 75	Southampton	1872
1894	S. H. Montgomery. Sch. 76	Cowes	
	FLYING DUTCHMAN.		
1849	Archibald Campbell. Lug. 50		
	FLYING FISH.		
1815	Rt. Hon. Lord Nugent. Sch. 74	Dover	1817
1820	C. Aylmer. Cut. 25	Cowes	1820
	FOAM.		
1849	John Tomline. Sch. 88	Portsmouth	1851
1854	5th Lord Dufferin. Sch. 85	,,	1860
	FOREST FLY.		
1830	William Hornby. Cut. 31	Southampton	1838
1839	William Hornby. Cut. 36		1848
	FORMOSA.		
1878	F. S. Stanley. Cut. 103	Cowes	1879
1880	H.R.H. The Prince of Wales, K.G. Cut. 103	,,	1881
1885	Capt. T. Slingsby. Cut. 103	,,	1889
	FORTUNA.		
1876	Adrian E. Hope. Sch. 377	Southampton	1891
	FOX.		
1855	Sir R. Sutton, 3rd Bart. SS. 300		1855
1858	Capt. McClintock, R.N. SS. 320	London	1859
1859	J. Litchford. Cut. 35	Cowes	1860
1866	John Blackett. Cut. 35	,,	1867
1868	John Blackett. Cut. 42	,,	1871
1872	John Blackett. Ywl. 42	,,	1876
	FOXGLOVE.		
1894	Mr. Justice Gainsford Bruce. Ywl. 51	Southampton	1895
1896	Sir J. Burgoyne, 10th Bart. Ywl. 51	,,	1899
	FOXHOUND.		
1871	3rd Marquis of Ailsa. Cut. 35	Ayr	1873
	FRANCESCA.		
1874	7th Duke of Marlborough. SS. 327	Cowes	1882
1884	15th Earl of Caithness. SS. 327	,,	1888
	FREAK.		
1851	William Curling. Cut. 60	Poole	1852
1860	Col. Sir D. Wood. Ywl. 65	,,	1861
1862	F. P. D. Radcliffe. Ywl. 60	,,	1864
	FREE LANCE.		
1879	Frederick Ellis. Sch. 46	Southampton	

From	Yachts.	Port of Registry.	To
	FREYA.		
1892	Sir R. W. Bulkeley, 12th Bart. SS. 68	Carnarvon	1895
	FRISK.		
1823	Hon. Wm. Hare. Cut. 47	Southampton	1826
1826	Major Sherston. Cut. 25	,,	1828
1829	Col. Shedden. Cut. 25	,,	1831
1846	Richard Frankland. Cut. 47	Cowes	1850
1851	Sir Hyde Parker, 8th Bart. Cut. 47	,,	1851
1852	Geo. Arkwright, M.P. Cut. 47	,,	1855
	GABRIELLE.		
1894	Hon. John Baring. Sch. 61	Portsmouth	1897
1898	2nd Lord Revelstoke. Sch. 61	,,	
	GALATEA.		
1827	C. R. M. Talbot, M.P. Sch. 179	Swansea	1830
1831	C. R. M. Talbot. Sch. 190	Southampton	1846
1866	6th Lord Berners. Sch. 143	Cowes	1870
1872	Thomas Greg. Sch. 143	,,	1880
1881	Earl Grosvenor. Sch. 143	,,	1883
	GALLEY OF LORN.		
1858	2nd Marquis of Breadalbane. Sch. 280	Portsmouth	1862
	GANNET.		
1856	4th Lord Macdonald. Ywl. 42	Armidale	1863
	GANYMEDE.		
1832	3rd Lord Graves. Cut. 69	Cowes	1832
1833	2nd Viscount Exmouth. Cut. 69	Exeter	1833
1836	J. S. Pakington. Cut. 69	Cowes	1837
1838	T. Hallifax, Jun. Cut. 69	,,	1840
1842	J. H. W. P. Smith-Piggott. Cut. 69	Southampton	1848
1851	Capt. C. R. Egerton, R.N. Cut. 70	London	1863
	GARLAND.		
1863	R. Gray. Sch. 160	Portsmouth	1871
1878	Hon. Eliot Yorke. Sch. 160	,,	1878
	GAUNTLET.		
1844	A. Fountaine. Cut. 60	Southampton	1846
1847	W. Peareth. Cut. 65	Cowes	1852
	GAZELLE.		
1820	O. Williams. Cut. 87	Beaumaris	1831
1834	T. P. Williams, M.P. Cut. 87	,,	1875
1847	T. G. French. Cut. 47	Cowes	1847
1867	Lord H. Cholmondeley. Cut. 42	,,	1868
1869	Sir J. M. Burgoyne, 10th Bart. Cut. 42	,,	1871
1872	Rev. J. N. Palmer. Cut. 42	,,	1874
1872	Geo. Tomline, M.P. SS. 55	Colchester	1889
1876	Gen. O. Williams. Cut. 87	Beaumaris	1884
1878	Viscount Petersham. Cut. 47	Cowes	1881

From	Yachts.	Port of Registry.	To
	GELERT.		
1866	Col. E. Loyd. Sch. 168	Cowes	1870
1880	5th Earl of Wicklow. Sch. 168	,,	1881
1882	6th Earl of Wicklow. Sch. 168	,,	1889
1901	Sir John Jackson. SS. 122	Carnarvon	
	GEM.		
1829	Charles Brett. Sch. 111	Cowes	1832
1833	3rd Marquis of Waterford. Sch. 125	London	1836
1838	George Tomline. Sch. 125	Cowes	1841
1842	2nd Marquis of Ormonde. Sch. 125	Portsmouth	1843
1844	John Hambrough. Sch. 125	Cowes	1845
1846	T. W. Fleming. Sch. 125	,,	1850
1851	Edward Hulse. Sch. 125	,,	1852
1853	Sir J. B. Mill, Bart. Sch. 125	,,	1859
1861	Sir A. Bannerman, 9th Bart. Sch. 155	,,	1868
1869	13th Earl of Pembroke. Sch. 155	,,	1870
1871	Lieut.-Col. Hon. D. G. Finch. Sch. 155	,,	1878
	GENESTA.		
1884	Sir R. Sutton, 5th Bart. Cut. 84	Glasgow	1888
	GEORGIAN.		
1844	William Lyon. Sch. 168	London	1846
	GEORGIANA.		
1826	T. F. Best. Cut. 36	Rochester	1834
1832	John Fowler. Cut. 48	Yarmouth	1835
1858	Capt. C. S. A. Thellusson. Sch. 109	Portsmouth	1859
1860	John Tremayne. Sch. 109	,,	1861
1862	Capt. R. H. Smith-Barry. Sch. 109	,,	1866
1867	Capt. R. H. Smith-Barry. Sch. 121	,,	1873
	GERALDINE.		
1883	R. A. F. Brewster, M.P. SS. 121	Dublin	1897
	GERTRUDE.		
1867	C. Martyn. Ywl. 135		1869
1871	Capt. G. L. Staunton. Sch. 68	Cork	1871
1872	John Tremayne. Ywl. 135	Colchester	1875
1876	5th Lord Rendlesham. Ywl. 135	,,	1887
	GIAOUR.		
1838	M. Hart. Cut. 37		1840
	GINEVRA.		
1854	Sir P. F. Shelley, 4th Bart. Sch. 142	Cowes	1854
1855	Sir E. Colebrooke, 4th Bart. Sch. 142	,,	1856
1871	Dudley A. Hamborough. Sch. 142	,,	1874
	GIPSEY.		
1829	Rev. G. Tufnell. Cut. 26	Colchester	1829

From	Yachts.	Port of Registry.	To
	GIPSY.		
1861	Hon. C. H. Cust, M.P. Ywl. 40	Southampton	1871
1873	4th Earl of Mount Edgcumbe. Ywl. 40	Fowey	1878
	GIPSY QUEEN.		
1849	Sir H. B. Hoghton, 8th Bart. Sch. 160	Cowes	1859
1860	5th Earl Fitzwilliam. Sch. 190	,,	1874
	GIRALDA.		
1887	Pryce Hamilton. SS. 301	Shoreham	1889
1894	Harry McCalmont. SS. 301	,,	1894
1895	Harry McCalmont. Twin SS. 1,508	Glasgow	1897
	GITANA.		
1840	E. N. Harvey. Sch. 168	Cowes	1842
1843	H. Burr. Sch. 168	,,	1844
1845	J. D. Murray. Sch. 168	Portsmouth	1846
1849	Earl of Lincoln. Sch. 168	,,	1850
1851	5th Duke of Newcastle. Sch. 168	,,	1852
	GIULIA.		
1820	Capt. Hon. P. B. Pellew. Ywl. 42	Plymouth	1822
1823	C. R. M. Talbot. Ywl. 42	,,	1824
1825	A. J. W. Deane. Ywl. 42	,,	1826
1826	Major-Gen. Johnstone. Cut. 42	,,	1828
1829	Rev. J. G. Challen. Cut. 42	Cowes	1835
1838	John Anderson. Cut. 42	Southampton	1840
1840	Earl of Tyrconnel. Cut. 42	,,	1841
1843	H. Y. Studdy. Cut. 42	,,	1843
	GLADWYN.		
1891	F. A. G. Jones. SS. 201	Portsmouth	1896
	GLADYS.		
1889	Edmund B. Liebert. SS. 178	Southampton	1892
	GLORIANA.		
1852	Joseph Gee. Sch. 134	Cowes	1860
	GLORY.		
1901	Sir H. Seymour King, K.C.I.E., M.P. Ywl. 207	Portsmouth	
	GLOWWORM.		
1879	4th Lord Lilford. SS. 300	Southampton	1888
	GODDESS.		
1894	G. A. Schenley. Ketch, 176	Portsmouth	1896
	GOLDEN EAGLE.		
1877	E. H. Scott. SS. 366	Cowes	1880
1881	Sir Edward H. Scott, 5th Bart. SS. 366	,,	1882
1895	Sir S. E. Scott, 6th Bart. SS. 345	,,	1898
1899	Sir S. E. Scott, 6th Bart. SS. 450	Leith	

From	Yachts.	Port of Registry.	To
	GOLDEN FLEECE.		
1881	Capt. W. H. Roberts. S.Sch. 279	Cowes	1885
	GONDOLA.		
1836	Almon Hill. Sch. 141	Cowes	1837
1838	Viscount Canning. Sch. 141	,,	1840
1848	W. H. Woodhouse. Cut. 76	,,	1853
1854	2nd Earl of Lichfield. Cut. 87	,,	1854
1854	Thomas Hughan. Cut. 87	Portsmouth	1856
1881	Samuel Whitbread, M.P. Sch. 178	,,	
	GOOD HOPE.		
1829	Rev. R. W. Gibbs. Cut. 31	Cork	1830
	GOSHAWK.		
1865	Richard Watt. Sch. 250		
1877	Capt. A. H. Smith-Barry. Tps. Sch. 255	Cowes	1877
1884	J. R. West. Tps. Sch. 260	,,	1897
1896	J. R. West. SS. 70	,,	
	GOSSAMER.		
1832	Eyre Coote. Cut. 72	Cowes	1834
1841	R. W. Gaussen. Cut. 35	London	1843
1852	Richard Hoare. Cut. 45	Poole	1854
1869	Robert Gaussen. Sch. 40	Colchester	1873
1882	A. H. Percy. Sch. 46	,,	1885
	GUDRIDA.		
1862	2nd Viscount Templetown. Cut. 30	Strangford	1862
	GUDRUDA.		
1899	T. F. Laycock. Ketch, 176	Southampton	
	GUERILLA.		
1827	C. Ward. Cut. 35	Southampton	1833
1834	3rd Lord Graves. Cut. 35	,,	1835
	GUINEVERE.		
1868	Capt. C. S. A. Thellusson. Sch. 308		1873
1874	Gerard Leigh. Sch. 308	Portsmouth	1874
	GULNARE.		
1826	Rev. G. Tuffnell. Cut. 36	Colchester	1827
1828	Lieut.-Col. Light. Cut. 43	Southampton	1832
1829	Richard Day. Cut. 38	Hastings	1833
1848	William Peareth. Ywl. 31		1850
1851	Capt. R. H. Smith-Barry. Ywl. 31		
1854	C. Alexander. Ywl. 31	Folkestone	1854
1876	Sir L. Palk, 4th Bart., M.P. Sch. 235	London	1878
1891	Sir Edgar Vincent, K.C.M.G. Sch. 232	Cowes	1898

From	Yachts.	Port of Registry.	To
	GWYNFA.		
1876	Sir R. W. Bulkeley, 11th Bart. Cut. 60	Cowes	1876
1877	Lieut.-Col. E. Loyd. Cut. 60	,,	1878
1879	William Wise. Cut. 60	,,	1882
1883	Lieut.-Col. F. Dugmore. Cut. 60	,,	1885
1886	Henry Hervey, C.B. Cut. 57	,,	1895
	HAIDEE.		
1859	H. Thorold. Cut. 40	Cowes	1860
1871	R. Blanshard. Cut. 35	Colchester	1893
	HALCYON.		
1815	Thomas Lewin. Cut. 42	Southampton	1819
1829	C. Bowdler. Cut. 72	,,	1829
	HARELDA.		
1879	Marquis of Stafford. Ywl. 80	Colchester	1882
1891	Pryce Hamilton. Ywl. 79	Cowes	1891
	HARLEQUIN.		
1828	Hon. G. Vernon. Ketch 292	Portsmouth	1828
1829	4th Lord Vernon. Brig. 292	,,	1835
1871	Lieut.-Col. W. T. Markham. Sch. 98	Cowes	1873
1891	G. A. Schenley. SS. 160	Leith	1891
	HARRIER.		
1820	Sir R. J. A. Kemys, Bart. Ywl. 36	Southampton	1826
	HARRIET.		
1825	Earl of Belfast. Cut. 96	Cowes	1828
1829	John Mills. Cut. 96	,,	1830
1829	G. W. Heneage, M.P. Cut. 60	Southampton	1840
1832	G. G. Morgan. Cut. 96	Wexford	1834
1836	Sir B. Graham, 7th Bart. Cut. 96	Cowes	1836
1837	Sir B. Graham, 7th Bart. Sch. 102	Cowes	1837
1839	John Beardmore. Sch. 102	,,	1843
	HAWK.		
1840	Charles Brett. Sch. 31	Cowes	1843
1844	Capt. G. Keane. Sch. 33	,,	1845
1846	William Moore. Sch. 33	,,	1849
1850	D. Dickinson. Sch. 33	,,	1850
1854	2nd Viscount Hill. SS. 120	Liverpool	1862
1863	John Hamilton. SS. 118	,,	1865
	HEBE.		
1828	A. Corbet. Cut. 68	Cowes	1848
1868	Capt. Phillimore. SS. 335	,,	1874
1875	Walter Smith. SS. 335	,,	1875
1876	S. G. Smith, M.P. SS. 335		1900

From	Yachts.	Port of Registry.	To
	HELEN.		
1864	2nd Marquis of Conyngham. Sch. 246	Cowes	1865
1866	2nd Marquis of Conyngham. Sch. 283	,,	1868
1869	4th Lord Ashburton. Tps. Sch. 283	,,	1870
1872	2nd Marquis of Conyngham. SS. 420	,,	1875
1880	Sir Allen Young. Sch. 283	,,	1881
1880	4th Earl of Breadalbane. SS. 377	London	1880
1882	1st Earl of Feversham. Sch. 283	Cowes	1893
	HELOISE.		
1865	4th Viscount Bangor. Sch. 138	Poole	1881
1898	Aubrey Harcourt. Sch. 136	,,	
	HERON.		
1830	William Delafield. Cut. 46	Cowes	1835
1837	F. Horner. Cut. 46	,,	1839
1840	Capt. W. B. Ponsonby. Cut. 46	,,	1842
1884	Lord Henry Scott. Ywl. 46	,,	1885
1886	1st Lord Montagu of Beaulieu. Ywl. 46	,,	1887
	HEROINE.		
1846	Sir J. R. Carnac, 2nd Bart. Cut. 35	Southampton	1847
1864	F. C. Ashworth. Sch. 83	,,	1865
1866	Capt. E. P. Wade-Browne. Sch. 84	Belfast	1869
	HESTER.		
1896	John Gretton, Jun., M.P. Cut. 110	Cowes	1897
	HIAWATHA.		
1892	14th Earl of Eglinton. SS. 529	Southampton	1892
1894	Douglas Baird. SS. 529	,,	
	HILDEGARDE.		
1876	H.R.H. the Prince of Wales. Sch. 205	Portsmouth	1879
1880	Earl of March, M.P. Sch. 205	,,	1884
	HIND.		
1823	Capt. Herringham, R.N. Ywl. 21	Colchester	1829
1830	G. C. Call. Ywl. 21	Plymouth	1842
	HIRONDELLE.		
1866	Lord Henry Gordon-Lennox. Cut. 68	Poole	1871
	HORNET.		
1849	Henry Studdy. Cut. 42		1849
1853	John Naylor. Cut. 40		1853
1854	John Naylor. Sch. 140	Liverpool	1862
1863	Thomas Moss. Sch. 140	,,	1863
1866	Merthyr Guest. Sch. 140	Cowes	1872
1873	Arthur E. Guest, M.P. Sch. 140	,,	1876
1877	4th Earl of Lonsdale. Sch. 140	,,	1878
	HUGUENOT.		
1898	W. W. Portal. SS. 121		

From	Yachts.	Port of Registry.	To
	HUSSAR.		
1822	A. Bacon. Sch. 120	Beaumaris	1823
1824	T. P. Williams. Sch. 120	,,	1862
	HYACINTH.		
1867	3rd Marquis of Exeter. Ywl. 71	Cowes	1868
1869	3rd Marquis of Exeter. Ywl. 90	Portsmouth	1871
1874	Sir R. Power, 3rd Bart. Ywl. 90	Cowes	1876
	HYBRID.		
1827	S. P. Peach. Cut. 15	Gloucester	1828
	IBIS.		
1866	F. C. F. Gascoigne. SS. 198	Greenock	1874
	IMOGEN.		
1825	Hon. R. F. Greville. Cut. 36	Milford	1827
1827	W. Gilbee. Cut. 36	Southampton	1830
1858	Lieut.-Col. Burton. Cut. 80	,,	1858
1860	John Mulholland. Sch. 70	Belfast	1864
	INA.		
1891	Sir A. P. Vivian, K.C.B. SS. 126	Glasgow	
	INTREPID.		
1845	7th Duke of Beaufort. Cut. 55	Portsmouth	1846
1847	7th Duke of Beaufort. Cut. 59		1853
1863	Count F. Du Monceaux. Sch. 75	Ostend	1866
	INVA.		
1891	P. D. Grenfell. SS. 248	Portsmouth	1893
1897	Fitzroy D. Lyon. S.Sch. 248		1900
	IOLANTHE.		
1872	Sir J. M. Burgoyne, 10th Bart. Sch. 83	Douglas	1872
	IOLAIR.		
1877	Lieut. Innes Lillingston, R.N. SS. 65	Greenock	1878
	IONE.		
1851	Almon Hill. Sch. 75	Cowes	1852
1852	Sir H. Oglander, 7th Bart. Sch. 75	,,	1856
1861	Allen Young. Sch. 74		
1861	2nd Earl Brownlow. Sch. 57	Cowes	1861
1862	William Stirling, M.P. Sch. 75	,,	1864
1863	R. Blanshard. Sch. 129	Colchester	1869
1865	Viscount Lismore. Sch. 75		
1866	Capt. R. Quin. Sch. 75	Cowes	1868
1869	F. J. Thynne. Sch. 75	Southampton	1870
1872	E. Birkbeck. Sch. 129		1873
	IRENE.		
1853	H. C. Goodden. Sch. 98	Cowes	1853
1854	Joseph Reynolds. Sch. 98	,,	1855
1857	E. C. Scholefield. Sch. 98	,,	1859
1891	H.I.H. Prince Henry of Prussia. Cut. 40		1895

From	Yachts.	Port of Registry.	To
	IRIS.		
1817	William Baring. Cut. 60	Cowes	1818
1831	Thomas Greg. Cut. 75	,,	1836
1837	E. N. Harvey. Cut. 75	,,	1837
1838	Sir R. W. Bulkeley, 10th Bart. Cut. 75	,,	1842
1843	T. Fleming. Cut. 75	,,	1844
1846	Robert Rodney. Cut. 75	,,	1846
1847	6th Lord Rodney. Cut. 75	,,	1847
1878	Sir E. Sullivan, 5th Bart. Sch. 83		1878
1883	Lieut.-Col. John Sterling. Cut. 60	Plymouth	1883
1888	A. C. F. Dashwood. Ywl. 118	London	1895
	ISABEL.		
1860	Hedworth Lambton. Ywl. 35	Cowes	1864
	ISABELLA.		
1829	Clement Ruding. Cut. 40	London	1837
	ISIS.		
1858	W. H. Cosway. Sch. 75	Cowes	1860
	ISLE OF THANET.		
1818	Capt. E. L. Graham, R.N. Cut. 13		1819
	ITA.		
1871	E. Ellice, M.P. Sch. 56	Greenock	1875
1876	E. Ellice, M.P. S.Sch. 133	Cowes	1880
	JACAMAR.		
1882	John Burns. SS. 451	Glasgow	1883
	JACK-O'-LANTERN.		
1824	T. A. Smith. Sch. 140	London	1825
1826	John Lambton. Sch. 140	,,	1827
1828	1st Earl of Durham. Sch. 140	,,	1828
1833	5th Earl of Orkney. Sch. 140	,,	1844
	JANE.		
1821	Capt. G. Wyndham. Sch. 65	Southampton	1824
1825	Hon. W. Hare. Sch. 65	,,	1827
1827	E. H. Byrne. Sch. 65	,,	1829
	JANETTE.		
1825	Capt. G. Wyndham. Sch. 80	Arundel	1828
1829	Capt. G. Wyndham. Sch. 94	Shoreham	1829
1830	Capt. G. Wyndham. Sch. 110	,,	1837
1838	5th Earl of Egremont. Sch. 110	,,	1838
1839	5th Earl of Egremont. Sch. 141	,,	1843
1844	5th Earl of Egremont. Sch. 186	,,	1844
	JASON.		
1889	Frank Bibby. SS. 416	Barrow	

From	Yachts.	Port of Registry.	To
	JEANETTE.		
1900	Daniel Cooper. SS. 313	Barrow	1900
	JESSICA.		
1869	2nd Viscount Lismore. Ywl. 50	Cowes	1873
	JOLLY BACHELOR.		
1851	Sir James Brooke, K.C.B. Sch. 40	Sarawak	1859
	JOLLY RAMBLER.		
1818	J. H. Durand. Cut. 58	London	1829
	JOYEUSE.		
1901	Hamilton Fletcher. SS. 341	Southampton	
	JULIA.		
1818	James Weld. Ywl. 43	Southampton	1825
1826	John Mills. Cut. 43	London	1830
1832	Capt. Arden Adderley, R.N. 42		1832
1839	Simon Yorke. Cut. 42	Southampton	1842
1845	Capt. L. B. Mackinnon, R.N. Sch. 42	,,	1847
1853	William Peareth. Cut. 111	Cowes	1854
1855	Capt. William Peareth. Cut. 111	,,	1856
1857	John Houldsworth. Ywl. 122	Ayr	1859
1872	3rd Earl of Ducie. Sch. 139	Cowes	1879
	JULIET.		
1872	Capt. Sterling. Ywl. 75	Cowes	1873
1874	Lord Cremorne. Ywl. 75	,,	1885
	JUVERNA.		
1831	Sir R. Puleston, 1st Bart. Sch. 64	Chester	1836
	KALA FISH.		
1878	5th Earl of Wicklow. Sch. 70	London	1880
	KATE.		
1840	Sir S. Clarke, 10th Bart. Sch. 94	Southampton	1841
	KATHLEEN.		
1853	4th Viscount Baufor. Cut. 32		
1869	5th Marquis of Downshire. SS. 326	Liverpool	1870
1876	5th Earl Fitzwilliam. SS. 326	Sunderland	1901
1902	6th Earl Fitzwilliam. SS. 316	Liverpool	
	KATINKA.		
1856	A. H. Davenport. Sch. 48	Lymington	1857
	KESTREL.		
1837	1st Earl of Yarborough. Cut. 156	Cowes	1838
1839	1st Earl of Yarborough. Ywl. 202	,,	1844
1845	1st Earl of Yarborough. Brigne. 202	,,	1846
	KINGFISHER.		
1815	Sir R. Puleston, 1st Bart. Cut. 20	Chester	1819
1861	C. Penrose. Sch. 90	Southampton	1861

From	Yachts.	Port of Registry.	To
	KIRMEW.		
1891	Lieut. Innes Lillingston, R.N. Ywl. 71	London	1895
	KITTIWAKE.		
1856	2nd Marquis of Ailsa. Sch. 285	Ayr	1859
1894	Lord Carnegie. SS. 233	Greenock	
	KOH-I-NOOR.		
1861	Capt. J. A. Legard, R.N. Sch. 42	Cowes	1866
1867	3rd Marquis of Ormonde. Sch. 44	,,	1867
1869	H. P. Mahon. Sch. 42	,,	1887
	KRIEMHILDA.		
1872	Count Batthyany. Cut. 105	Cowes	1880
1894	Sir R. W. Bulkeley, 12th Bart. Ywl. 106	,,	1895
1901	C. L. Orr-Ewing, M.P. Ywl. 106	,,	1901
1902	4th Duke of Sutherland, K.G. Ywl. 106		
	LADY-BIRD.		
1858	J. P. Lethbridge. Cut. 35	Weymouth	1866
1866	4th Marquis of Hastings. Sch. 260	Cowes	1866
1867	3rd Marquis of Bute. Sch. 260	,,	1887
	LADY EISA.		
1879	9th Lord Middleton. SS. 160	Newcastle	1880
	LADY EVELYN.		
1871	3rd Marquis of Ailsa. Sch. 140	Glasgow	1878
1882	Francis Pym. Sch. 140	Ayr	1888
	LADY GODIVA.		
1896	Richd. Thorold. Aux. Sch. 325		1898
	LADY OF ST. KILDA.		
1834	Sir T. D. Acland, 10th Bart. Sch. 136	Dartmouth	1840
	LADY OF THE ISLES.		
1881	5th Lord Macdonald. SS. 148	Glasgow	1881
1883	6th Lord Macdonald. SS. 148	,,	1885
	LADY OF THE LAKE.		
1820	G. Halliday. Ywl. 38	Cowes	1825
1826	S. Halliday. Ywl. 42	,,	1828
1830	Sir W. Cosway. Ywl. 42	,,	1830
	LADY SIBELLE.		
1889	2nd Lord Cromartie. Sch. 183	Cowes	1890
1892	T. F. Laycock. Sch. 183	London	1892
	LADYE MABEL.		
1892	5th Lord Ashburton. SS. 693	Cowes	1892
	LAELIA.		
1851	T. Hodges, M.P. Cut. 75	Poole	1853

From	Yachts.	Port of Registry.	To
	LAIS.		
1894	John Gretton, Junr., M.P. Cut. 80		1894
	LALLA ROOKH.		
1854	4th Viscount Bangor. Sch. 125	Longford	1864
1872	Sir W. Thomson. Sch. 126	Liverpool	1888
	LANCASHIRE WITCH.		
1853	Lawrence Palk. Sch. 90	Gosport	1857
1858	A. H. Davenport. Sch. 94	Lymington	1858
1882	William Houldsworth. SS. 490	Liverpool	1884
1888	F. L. James. SS. 479	,,	1889
1891	W. James. SS. 479	,,	1893
	LANCASTER ROSE.		
1829	P. Hesketh. Cut. 33	Lancaster	1830
1831	P. H. Fleetwood, M.P.	,,	1834
	LANCER.		
1826	Viscount Kirkwall		1826
1888	H. A. Foster. SS. 167	Dartmouth	1890
	LARK.		
1847	Capt. C. R. Williams, R.N. Cut. 65	Cowes	1848
1857	George Tomline, M.P. Cut. 56	,,	1860
1863	Montague Guest. Cut. 63	London	1864
	LAVROCK.		
1851	Capt. C. H. Williams, R.N. Cut. 65	Cowes	1857
1858	11th Lord Colville. Cut. 72	,,	1860
1861	Col. J. T. Clifton. Cut. 72	,,	1861
1862	Capt. W. Norris. Cut. 72	,,	1863
1864	Sir G. Stucley, M.P., 1st Bart. Ywl. 72	,,	1865
1868	J. J. Curling, R.E. Ywl. 72	,,	1871
1877	Rev. J. J. Curling. Ywl. 72	St. John's	1878
1878	Lieut. I. Lillingston, R.N. Ywl. 60	Southampton	1878
	LEAH.		
1875	14th Earl of Eglinton. Ywl. 103	Poole	1875
	LEANDER.		
1901	Hon. Rupert Guinness. Ywl. 98	Southampton	
	LEDA.		
1851	Lieut.-Col. J. S. Smith. Sch. 120	Dover	1852
1853	Sir R. W. Bulkeley, 10th Bart. Sch. 137		1857
1858	H. J. Adeane, M.P. Sch. 137	Cowes	1861
1866	Lieut.-Col. H. W. Verschoyle. Sch. 137	,,	1867
	LEONORA.		
1828	Sir G. Thomas, Bart. Lug. 20	Cowes	1831
	L'ESPERANCE.		
1892	4th Earl of Dunraven, K.P. Cut. 77	Portsmouth	1895
1896	Prince Henry of Prussia, K.G. Cut. 77	,,	

From	Yachts.	Port of Registry.	To
	LETHE.		
1899	Lieut.-Col. T. F. A. Watson Kennedy. Ywl. 163	Southampton	
	LIBERTY.		
1815	Earl of Uxbridge. Cut. 42	Southampton	1815
1816	1st Marquis of Anglesey. Cut. 42	,,	1827
1829	16th Earl of Erroll. Cut. 42	Dublin	1829
1830	J. S. Russell. Cut. 42	Cowes	1830
1831	J. S. Pakington, M.P. Cut. 42	,,	1834
	LILITH.		
1893	Sir Allen Young. Cut. 44	Cowes	1893
1894	Montague Guest. Cut. 44	,,	1896
	LINDA.		
1872	F. R. Lee, F.R.A. Sch. 126	Portsmouth	1878
	LIVELY.		
1815	Viscount Kirkwall. Cut. 30	Beaumaris	1819
	LIVONIA.		
1885	Capt. T. Wood. Sch. 273	Portsmouth	1888
	LOHENGRIN.		
1894	Marquis of Carmarthen, M.P. Ywl. 61	Cowes	1895
1896	2nd Duke of Abercorn, K.G. Ywl. 61	,,	1897
	LORD NELSON.		
1815	Rev. C. A. North. Cut. 75	Portsmouth	1825
	LORD OF THE ISLES.		
1817	Col. Shedden. Cut. 45	Southampton	1823
1824	Col. Seale. Cut. 45	Dartmouth	1835
1836	James Weld. Cut. 45	Southampton	1841
1839	Donald Macdonald. Cut. 42		1839
	LORNA.		
1883	S. H. Morley. Ywl. 90	Portsmouth	1890
1891	Lord Brassey. Ywl. 90	,,	1891
1896	Capt. J. Towers Clark. Ywl. 90	,,	
	LOTIS.		
1871	Col. Dudley Carleton. Sch. 93	Greenock	1874
1894	Col. R. W. Sartorius, V.C., C.M.G. Sch. 93	,,	1895
	LOTUS.		
1851	3rd Viscount Clifden. Sch. 188	Portsmouth	1852
1853	4th Marquis of Bath. Sch. 188	,,	1854
1855	Earl Vane. Sch. 188	,,	1868
1885	Lieut.-Col. E. Loyd. SS. 70	Greenock	1890
1892	L. Foster Loyd. SS. 70	,,	

From	Yachts.	Port of Registry.	To
	LOUISA.		
1815	1ST EARL CRAVEN. Ship, 325	Southampton	1824
1820	ARCHD. SWINTON. Ywl. 24	,,	1829
1828	EARL OF BELFAST. Cut. 139	Cowes	1828
1829	EARL OF BELFAST. Cut. 162	,,	1832
1833	1ST EARL OF DURHAM. Cut. 162	,,	1837
1839	J. JEKYLL. Ywl. 162	London	1841
1839	JAMES NEIL. Sch. 130		
1840	SIR HYDE PARKER, 8TH BART. Sch. 123	Cowes	1845
	LOURO.		
1882	SIR WM. SCOTT, 7TH BART., OF ANCRUM		
	LUCIFER.		
1851	WILLIAM CURLING. Lug. 40	Poole	1852
	LUFRA.		
1832	LORD JOHN SCOTT, M.P. Cut. 81	Cowes	1848
1865	LORD PONSONBY. Ywl. 205	,,	1865
1866	2ND EARL OF STRAFFORD. Ywl. 206	,,	1871
1886	6TH DUKE OF RUTLAND, K.G. Ketch, 222	,,	1887
	LULWORTH.		
1828	JOSEPH WELD. Cut. 127	Southampton	1833
1857	JOSEPH WELD. Cut. 80	,,	1863
1867	G. DUPPA. Cut. 80		1876
1877	ADRIAN E. HOPE. Cut. 80	,,	1891
	LURLINE.		
1866	LIEUT.-COL. H. W. VERSCHOYLE. Cut. 43		
	LUTRA.		
1896	1ST LORD MALCOLM OF POLTALLOCH. SS. 156	Greenock	1898
1899	1ST LORD MALCOLM OF POLTALLOCH. SS. 300		1901
	LYNX.		
1834	E. H. BYRNE. Cut. 49	Liverpool	1835
1870	C. R. M. TALBOT. Pad. S. 450	Swansea	1875
1876	C. R. M. TALBOT. Pad. S. 564	,,	1889
1871	VISCOUNT CURZON, M.P. SS. 55		
	LYRA.		
1877	SIR WILLIAM BROWN, 2ND BART. Sch. 380	Portsmouth	1887
1888	SIR WILLIAM BROWN, 2ND BART. S.Sch. 534	,,	
	MADELINE.		
1901	COL. BARKLIE MCCALMONT. SS. 126	Portsmouth	
	MAGIC.		
1846	6TH VISCOUNT CHETWYND. Sch. 86	Southampton	1848
1849	2ND VISCOUNT TEMPLETOWN. Sch. 86	Portsmouth	1856
1857	S. BLOCK. Sch. 86		1863
	MAGICIAN.		
1851	JOSEPH PARKER. Cut. 62		1852

From	Yachts.	Port of Registry.	To
	MAGNOLIA.		
1859	Sir H. Becher, 2nd Bart. Sch. 103	Cork	1860
	MAIA.		
1860	Capt. Phillimore. Sch. 122	Portsmouth	1865
1866	J. P. Ellames. Sch. 122	,,	1869
1874	R. Caldwell. Sch. 122	,,	1883
	MAID OF HARRIS.		
1866	7th Earl of Dunmore. Sch. 62	Glasgow	1868
	MAID OF HONOUR.		
1891	2nd Earl of Cawdor. SS. 182	Southampton	1893
	MAID OF THE MIST.		
1844	H. Studdy. Cut. 30	Plymouth	1848
1856	M. Ricardo. Cut. 31	Lymington	1856
	MALLARD.		
1884	Capt. Hon. Henry Denison, R.A. SS. 78	Leith	1885
	MALMESBURY.		
1862	4th Marquis of Downshire. Pad. S. 481	Portsmouth	1863
	MARCHESA.		
1878	3rd Marquis of Ailsa. S.Sch. 405	Ayr	1880
	MARCIA.		
1866	R. B. Sheridan, M.P. Sch. 172	Portsmouth	1871
1872	4th Earl of Carnarvon. Sch. 172	,,	1872
1873	5th Earl of Charleville. Sch. 172	,,	1874
1882	Henry Turnor. Sch. 175	,,	1889
1891	Lieut.-Gen. A. W. H. Meyrick. Sch. 165	,,	1901
	MARGARET.		
1825	Hon. W. H. White. Cut. 24		1826
1834	2nd Earl of Glengall. Ship, 300	London	1835
	MARGARITA.		
1899	H.M. The King of the Belgians. SS. 1,322		1899
	MARGRETHE.		
1881	Count of Knuth (Lehnsgreve of Knuthenborg). Sch. 149		1883
	MARIA.		
1858	A. H. Davenport. Sch. 83	Lymington	1858
1859	Lieut.-Col. A. P. Burton. Sch. 83	Liverpool	1861
1866	Charles Birch. Sch. 83	,,	1868
	MARIA ANN.		
1816	C. Aylmer. Cut. 34	Cowes	1818
1820	J. C. Field. Cut. 36	Portsmouth	1820
1827	J. Greathed. Cut. 35	Southampton	1828

From	Yachts.	Port of Registry.	To
	MARINA.		
1859	Sir A. Bannerman, 9th Bart. Cut. 62		1860
	MARINETTA.		
1876	Lieut.-Col. F. Dugmore. Cut. and Ywl. 55	Cork	1876
1877	Col. Mildmay Wilson. Ywl. 53	,,	1897
	MARIQUITA.		
1863	Capt. Goad. Sch. 125	Southampton	1865
	MARITANA.		
1851	Joseph Gee. Cut. 47	Cowes	1851
1852	Sir H. H. Edwardes, 10th Bart. Cut. 47	,,	1854
1855	Joseph Gee. Cut. 58	,,	1855
1856	Charles Liddell. Cut. 57		
1858	Major D. J. Dickinson. Cut. 57	Cowes	1858
	MARY.		
1815	Viscount Deerhurst. Sch. 75	Cowes	1827
1821	J. S. Penleaze. Cut. 52	Southampton	1828
1828	William Markham. Sch. 75	Cowes	1831
1829	Lieut.-Gen. Sir W. Johnstone, K.C.B. Cut. 53	,,	1832
1833	Lieut.-Gen. Sir W. Johnstone, K.C.B. Cut. 62	Southampton	1843
	MATADOR.		
1879	John Burns. S.Sch. 220	Glasgow	1880
1881	Col. Campbell. S.Sch. 220	,,	1885
1888	R. C. T. Blunt. S.Sch. 233	,,	1888
1895	Capt. J. H. Bainbridge, R.N. S.Sch. 233	,,	1900
	MATILDA.		
1829	T. A. Smith. Cut. 44	Cowes	1830
1832	J. J. Tollemache. Cut. 44	,,	1837
1839	H. G. Oglander. Cut. 44	,,	1841
	MAUD.		
1845	Thomas Legh. Sch. 119	Portsmouth	1850
1861	Lord Otho Fitzgerald. SS. 55	Kingstown	1863
	MAUDE.		
1885	Major Carpenter. SS. 104	Gainsborough	1888
	MAY.		
1883	E. J. Sartoris. Ywl. 45	Southampton	1888
1891	P. Perceval, Jun. Ywl. 45	,,	1891
	MAYA.		
1898	Hon. A. S. Mulholland. Ywl. 80	Cowes	1899
	MAY-FLY.		
1825	1st Earl of Craven		1825
1852	Sir Hyde Parker, 8th Bart. Sch. 95	Cowes	1852
1853	Sir S. M. Peto, 1st Bart., M.P. Sch. 95	,,	1853
1867	Tyrwhitt Walker. SS. 57	Southampton	1885
1891	Henry Standish. SS. 72	,,	1895

From	Yachts.	Port of Registry.	To
	MAY QUEEN.		
1859	F. B. Windsor. Sch. 40		1859
1860	C. A. W. Rycroft. Sch. 37		1860
	MEDINA.		
1815	Viscount Fitzharris. Cut. 70	Cowes	1818
1840	2nd Marquis of Conyngham. Cut. 43	,,	1840
1842	Capt. F. Holcombe, R.H.A. Cut. 44	London	1843
1844	John Hambrough. Cut. 44	Cowes	1845
1846	Sir B. R. Graham, 7th Bart. Cut. 44	,,	1847
	MEDORA.		
1824	H. Hopkins. Cut. 47	Southampton	1833
1838	E. H. Byrne. Cut. 47		1843
1863	5th Earl of Orkney. Cut. 70	Cowes	1867
1889	William Bradshaw. Sch. 169		1889
	MEMIE.		
1854	2nd Lord Vivian. Cut. 48	Fowey	1855
	MENA.		
1894	E. R. Boyle. SS. 54	Cowes	1895
1896	A. Shuttleworth. SS. 54	,,	1896
1897	Lieut.-Col. F. Dugmore. SS. 54	,,	1900
	MENAI.		
1826	T. A. Smith, Jun. Cut. 175	Hastings	1830
1833	Hon. G. A. Craven. Cut. 175	Southampton	1835
1836	J. L. Gower. Cut. 175	Cowes	1836
1837	E. N. Harvey. Sch. 175	,,	1837
1838	E. N. Harvey. Brigne. 175	,,	1838
1839	Lord F. Egerton. Brigne. 175	,,	1843
1848	Lord Aberdour. Sch. 175		1849
1849	Prince Louis de Bourbon, Comte de Aquila. Sch. 175		1900
1866	Col. E. Loyd. Cut. 80	,,	1866
1878	Marquis of Stafford. Ywl. 80		1878
	MERA.		
1886	A. Shuttleworth. SS. 293	Southampton	1889
	MERLIN.		
1830	Charles Bowdler. Cut. 82	Cowes	1831
1832	Col. Shedden. Cut. 82	Southampton	1839
1840	William Lyon. Sch. 104	Portsmouth	1842
1843	Viscount Milton. Sch. 104	Cowes	1849
1850	Col. Markham. Sch. 104	,,	1851
1853	Sir R. J. Buxton. Sch. 104		
1861	Lord Aberdour. Sch. 64		1864
	MERMAID.		
1815	Lord Grantham. Cut. 21	Cowes	1824

From	Yachts.	Port of Registry.	To
	MERRYMAID.		
1818	Joseph Gulston, M.P. Ywl. 24	London	1825
	MERSEY.		
1875	Hon. F. Stanley, M.P. Ywl. 40		1880
	METEOR.		
1856	Joseph Weld. Cut. 80	Southampton	1856
1865	Thomas Brassey. SS. 112	Liverpool	1869
1869	Thomas Brassey, M.P. SS. 119	,,	1871
1876	20th Lord de Clifford. SS. 190	,,	1876
1877	C. J. Lambert. SS. 199	Cowes	1878
1891	H.I.M. The German Emperor and King of Prussia, K.G. Cut. 170		1896
1895	H.I.M. The German Emperor and King of Prussia, K.G. Cut. 236		1898
1898	H.I.M. The German Emperor and King of Prussia, K.G. Ywl. 236		1901
1902	H.I.M. The German Emperor and King of Prussia, K.G. Sch. 361		
	MIDA.		
1886	A. H. Percy. Sch. 112	Greenock	1893
	MIDGE.		
1839	Hon. C. H. Cust. Cut. 35		1839
1839	Col. John Petre. Cut. 35	Cowes	1843
	MINERVA.		
1877	3rd Marquis of Conyngham. SS. 383	Cowes	1878
1879	3rd Marquis of Conyngham. SS. 416	,,	1881
1884	13th Earl of Pembroke. SS. 416	,,	1884
	MINSTREL.		
1857	William Morgan. Ywl. 74	London	1863
1866	Viscount Hood. Ywl. 69		
1871	H. Butler-Johnstone, M.P. Ywl. 82	Faversham	1885
	MINX.		
1855	1st Lord Londesborough. Ywl. 68	Cowes	1857
1858	F. R. Magenis. Ywl. 68	,,	1863
1866	Viscount Castlerosse. Ywl. 69	,,	1870
	MIONE.		
1898	5th Duke of Montrose. SS. 634	London	1899
	MIRA.		
1892	Hon. F. G. Wynn. SS. 378	Carnarvon	1893
1894	Hon. F. G. Wynn. SS. 329		1897
	MIRAGE.		
1849	2nd Marquis of Ormonde. Sch. 126	Southampton	1854
1869	3rd Marquis of Ormonde. Sch. 200	,,	1880
1883	3rd Marquis of Ormonde. SS. 186	,,	

From	Yachts.	Port of Registry.	To
	MIRANDA.		
1821	James Maxse. Cut. 147	Southampton	1831
1832	J. P. Powell. Cut. 164	London	1834
1835	A. Murray. Cut. 164	,,	1840
1853	John Gray. Cut. 94	Cowes	1862
1868	Inglis Jones. Ywl. 93		1870
1871	R. W. Spicer. Ywl. 93	,,	1872
1900	5th Earl of Harrowby. SS. 582	London	1900
1901	A. J. Forbes-Leith. SS. 582	,,	
	MISCHIEF.		
1834	James Lyon. Brigne. 221	Cowes	1834
1835	William Lyon. Brigne. 221	,,	1838
1849	R. S. Wardell. Lug. 35	Weymouth	1853
1868	Col. Inigo Jones. Cut. 30	,,	1870
	MISTLETOE.		
1866	Sir G. Stucley, 1st Bart., M.P. Sch. 119	Dartmouth	1870
	MODWENA.		
1885	John Gretton. Sch. 225	Liverpool	1899
	MOHAWK.		
1892	Godfrey Baring. Cut. 65	Southampton	1893
1894	Major Shuttleworth. Cut. 65	,,	1895
1896	Major Orr-Ewing. Cut. 65	,,	1896
	MÖINA.		
1886	Capt. J. H. Bainbridge, R.N. Cut. 110	Greenock	1894
1899	Sir Henry B. T. Wrey, 9th Bart. Cut. 110	,,	1899
1901	Sir R. B. S. Wrey, 10th Bart., Commander R.N. Cut. 110	,,	
	MONA.		
1871	2nd Earl Howe. SS. 272	Southampton	1875
1876	Sir G. Stucley, 1st Bart. SS. 283	,,	1880
	MONARCH.		
1883	3rd Earl Ducie. SS. 363	Cowes	
	MONSOON.		
1892	Lieut. W. N. Diggle, R.N. SS. 281	Southampton	1894
1896	Lieut. W. N. Diggle, R.N. SS. 237	,,	1897
1901	3rd Earl of Listowel, K.P. SS. 232	,,	1901
1902	Sir R. Williams Bulkeley, 12th Bart. SS. 232		
	MORGIANA.		
1869	Col. Sir A. C. Sterling, K.C.B. Ywl. 118	Cowes	1870
1882	Charles Drummond. Ywl. 115	,,	1894
1895	8th Earl of Albemarle, M.V.O. Ywl. 119	Greenock	1897
	MORNA.		
1873	William Houldsworth. Sch. 268	Portsmouth	1875

From	Yachts.	Port of Registry.	To
	MORNING STAR.		
1832	J. S. Barry. Cut. 64		1834
1835	J. Smith-Barry. Cut. 64		1835
1839	Hon. H. Upton. Ywl. 61	London	1839
1896	E. V. M. Curwen. SS. 150	Greenock	
	MORVEN.		
1898	1st Earl of Lathom, G.C.B. SS. 352	Greenock	1898
1899	2nd Earl of Lathom. SS. 352	,,	
	MOSQUITO.		
1851	1st Lord Londesborough. Cut. 49	London	1853
	MURIEL.		
1871	Thomas Brassey, M.P. Cut. 40	Southampton	1872
	MYRA.		
1886	G. A. Schenley. Sch. 178	London	1886
	MYRTLE.		
1852	James Brown. Sch. 186	Portsmouth	1876
1888	Capt. Gaussen. Sch. 175	,,	
1881	4th Earl of Breadalbane. SS. 377	London	1882
	MYTH.		
1859	F. C. F. Gascoigne. Sch. 120	Cowes	1865
1862	Lord Aberdour. Sch. 64	Hull	1865
1866	2nd Viscount Lismore. Sch. 120	Cowes	1867
	NAIAD.		
1838	William Delafield. Cut. 70	Cowes	1841
1842	John Quantock. Cut. 70	,,	1847
	NAN.		
1870	Andrew Fountaine. Cut. 32	Southampton	1873
	NANCY.		
1820	Sir R. Puleston, 1st Bart. Cut. 60	Chester	1829
1834	J. H. Leche. Cut. 59	,,	1844
	NAUTILUS.		
1823	W. H. Saunders. Cut. 103	Cowes	1824
1825	Lord Grantham. Cut. 103	,,	1832
1833	1st Lord de Grey. Cut. 103	,,	1843
1844	R. S. Wardell. Ywl. 103	Weymouth	1845
1850	G. W. Bateson. Cut. 40		1852
1853	G. W. Bateson. Cut. 45		1857
	NAVY BOARD YACHT.		
1826	Vice-Admiral Sir T. B. Martin, Bart. 100		1831
	NEAIRA.		
1898	Viscount Sudley. Cut. 39	Greenock	1898

From	Yachts.	Port of Registry.	To
	NELSON.		
1826	Joseph Gulston. Cut. 77	London	1829
1830	Joseph Gulston. Cut. 93	,,	1840
	NEREID.		
1872	4th Earl of Roden. Sch. 150	Portsmouth	1877
	NEREIDE.		
1815	Hon. G. Vernon. Cut. 67	Dartmouth	1819
	NERISSA.		
1898	A. Reynell-Pack. SS. 340	Hull	
	NESTA.		
1894	Sir J. Fowler, 1st Bart. SS. 71	Liverpool	1898
	NETTLE.		
1829	Col. Kingscote. Cut. 50	Bristol	1829
1830	Robert Kingscote. Cut. 59	,,	1839
1840	John Davenport. Cut. 57		1841
	NEW GROVE.		
1823	John Roche. Cut. 24	Cork	1828
	NEUHA.		
1829	J. Saunderson. Cut. 49	Cowes	1834
1835	John Hibbert. Cut. 49	,,	1837
1838	Sir J. B. Walsh, 2nd Bart., M.P. Cut. 49	,,	1838
	NEVA.		
1901	Montague G. Thorold. Sch. 166	Cowes	
	NEW MOON.		
1859	19th Lord Willoughby de Eresby. Lug. 209	Dover	1864
1866	20th Lord Willoughby de Eresby. Lug. 209	,,	1866
	NIXIE.		
1875	Alfred Sartoris. Cut. 60		1877
1878	Edward Baring. Ywl. 80	Southampton	1879
	NOKKEN.		
1868	Sir P. F. Shelley, 4th Bart. SS. 48	Cowes	1872
	NORAH.		
1843	Lieut.-Col. Hay. Cut. 70		
	In Candidate Book as elected, but on no list.		
	NORAN.		
1836	Major James Mill. Cut. 70	Cowes	1839
1844	Sir H. B. Hoghton, 8th Bart. Cut. 70	London	1848
	NORE.		
1877	Sir H. P. Burrard, 6th Bart. Sch. 110.	Southampton	1877

From	Yachts	Port of Registry.	To
	NORNA.		
1828	S. Challen. Cut. 32	Cowes	1835
1836	S. Challen. Sch. 46	Dartmouth	1842
	NORSEMAN.		
1858	A. Anderson. SS. 200	Southampton	1858
1862	Sir S. M. Peto, 1st Bart. SS. 200	,,	1862
	NORTH STAR.		
1882	15th Duke of Norfolk. SS. 164	Cowes	1882
	NORTHUMBRIA.		
1866	G. R. Stephenson. SS. 412	Newcastle	1867
1867	G. R. Stephenson. SS. 424	,,	1876
1877	4th Earl of Lonsdale. SS. 424	,,	1881
1882	8th Duke of Bedford. SS. 424	,,	1890
	NORMANIA.		
1896	G. A. Schenley. SS. 544	Portsmouth	1896
	NOVICE.		
1848	3rd Earl of Desart. Sch. 79	Portsmouth	1849
1850	1st Lord Londesborough. Sch. 79	,,	1850
	NUKTERIS.		
1868	R. Batt. Sch. 130	Cowes	1868
1872	F. A. Hankey. Sch. 130	,,	1878
	NYANZA.		
1866	2nd Earl of Wilton. Sch. 214	Greenock	1869
	NYMPH.		
1830	Rt. Hon. Sir A. Paget. Cut. 31	Southampton	1833
1834	John Bayley. Cut. 31	Dover	1841
1842	Sir John Bayley, 2nd Bart. Cut. 31	,,	1850
1851	Sir John Bayley, 2nd Bart. Cut. 45	,,	1851
1852	Sir John Bayley, 2nd Bart. Cut. 51	,,	1871
	OAK APPLE.		
1858	H. M. Hammersley. Ywl. 33	Lymington	1866
	OBERON.		
1887	Lieut.-Col. F. Dugmore. SS. 127	Southampton	1888
1889	Major Shuttleworth. SS. 127	,,	1891
	OCEANA.		
1887	Sir P. F. Shelley, 4th Bart. Sch. 206	Cowes	1889
	ODALIQUE.		
1869	Dudley A. Hambrough. Sch. 56	Southampton	1870
	OIMARA.		
1895	4th Marquis of Anglesey. SS. 202	Glasgow	1898

From	Yachts.	Port of Registry.	To
	OLIVE.		
1879	E. P. Wade-Browne. Cut. 32	Shoreham	1881
	OLIVIA.		
1884	Lord Aberdour. SS. 102	Glasgow	1884
1885	21st Earl of Morton. SS. 102	,,	1888
	OLYMPIA.		
1873	William Wise. Ywl. 85	Cowes	1876
	ONDINE.		
1827	G. W. Heneage. Cut. 56	Southampton	1828
1830	Hon. W. White. Cut. 57	Cowes	1836
1846	Capt. W. B. Ponsonby. Sch. 127	,,	1846
1847	2nd Duke of Sutherland. Sch. 127	,,	1855
1858	Mortimer Ricardo. Sch. 53	Lymington	1858
	ONEAGH.		
1889	Earl of Cromartie. Sch. 183		1889
	OPAL.		
1867	C. Milward. Ywl. 53	Poole	1874
	ORIANA.		
1853	G. S. Tritton. Sch. 60		1854
	ORION.		
1825	James Smith.		1825
	OSPREY.		
1815	2nd Earl of Belmore. Brig. 224	Killybegs	1818
1825	J. H. Puget. Ywl. 45	Portsmouth	1832
1840	Capt. G. Keane. Ywl. 45	Cowes	1841
1844	John Petre. Cut. 59	,,	1854
1850	H. C. Goodden. Cut. 45	,,	1851
1852	Lieut.-Col. R. W. Huey. Cut. 45	,,	1860
1855	Capt. J. B. Petre. Cut. 59	Portsmouth	1869
1865	F. S. Stanley. Cut. 59	Cowes	1865
1870	J. B. Petre, Esq. Cut. 70	Portsmouth	1881
	OTTER.		
1867	Charles Brett. Cut. 30		1868
	OWEN GLENDOWER.		
1828	Frederick West. Cut. 113	Southampton	1831
1832	2nd Earl of Wilton. Cut. 113		1834
1835	Lord F. Egerton. Cut. 113		1836
1837	Major C. Vivian, M.P. Cut. 113	London	1837
1838	Col. John Hall. Cut. 113	Cowes	1839
1840	3rd Earl of Desart. Cut. 113	,,	1842
1843	Nathaniel Barwell. Cut. 123	,,	1847
	OWL.		
1885	Arthur Verschoyle. Sch. 147		1885

From	Yachts.	Port of Registry.	To
	PALATINE.		
1870	2nd Earl of Wilton. Sch. 450	Greenock	1881
1883	2nd Lord Wolverton. SS. 450	,,	1887
	PANDORA.		
1854	Capt. R. H. Smith-Barry. Cut. 63	Southampton	1855
1864	H. C. Trevanion. Sch. 70	,,	1866
1876	Allen Young. SS. 426	,,	1877
1881	Rt. Hon. W. H. Smith. M.P. SS. 506	London	1891
	PANTHER.		
1856	19th Lord Willoughby de Eresby. Lug. 35	London	1859
1860	2nd Marquis of Conyngham. Lug. 35	Cowes	1860
1861	3rd Lord Southampton. Lug. 100	,,	1865
1867	P. S. Lybbe-Powys. Sch. 100		1870
	PANTOMIME.		
1865	Lieut.-Col. W. T. Markham. Sch. 140	Cowes	1869
	PAULINA.		
1894	A. Shuttleworth. SS. 317	Cowes	1895
1896	Major Shuttleworth. SS. 317	,,	1897
1898	1st Marquis of Zetland. SS. 317		
	PAULINE.		
1853	Charles Brandreth. Cut. 35		1854
1865	Thomas Thornhill. Cut. 40	Greenock	1871
	PAUL PRY.		
1826	James Weld. Cut. 22	Southampton	1828
1829	Major-Gen. Sir R. H. Vivian. Cut. 22		1830
	PEARL.		
1815	Earl of Uxbridge. Cut. 113	Colchester	1815
1816	1st Marquis of Anglesey. Cut. 113	,,	1853
1863	2nd Marquis of Conyngham. Ywl. 164	London	1864
	PEG-A-RAMSAY.		
1831	Horatio Ross. Sch. 78		1831
	PEMBROKE.		
1826	John Campbell. Cut. 36	Glensaddle	1827
1829	Hon. Major Sinclair. Cut. 35		1829
	PEREGRINE.		
1901	3rd Earl of Cawdor. SS. 111	Cowes	
	PERI.		
1828	J. D. Murray. Cut. 42	Southampton	1834
1835	Sir A. J. Murray, 9th Bart. Sch. 59	Cowes	1839
1843	Capt. Chas. Bulkeley. Sch. 56	Plymouth	1847
1858	T. G. Lumsden. Sch. 66	Cowes	1860
1866	Thomas Hughan. Cut. 82	,,	1867

From	Yachts.	Port of Registry.	To
	PETREL.		
1826	3rd Earl of Ilchester. Cut. 85	Southampton	1833
1834	3rd Earl of Ilchester. Cut. 98	,,	1857
1858	P. Perceval. Sch. 64	Cowes	1866
1867	P. Perceval. Sch. 110	,,	1869
1871	Lord Richard Grosvenor. Sch. 110	Dartmouth	1885
1886	1st Lord Stalbridge. Sch. 110	,,	1892
	PHANTOM.		
1829	F. Cuthbert. Lug. 56	Ramsgate	1830
1831	Algernon Greville. Cut. 56	Cowes	1832
1833	Sir William Curtis, 2nd Bart. Cut. 56	Ramsgate	1844
1845	Hon. G. A. Byron. Cut. 55	London	1846
	PHÆDRIA.		
1815	Capt. F. Berkeley. Cut. 18	London	1816
	PHŒNIX.		
1871	F. A. Hankey. Cut. 75	London	1871
1877	Aubrey Harcourt. Ywl. 76	,,	1887
	PHEBE.		
1834	Charles Olive. Sch. 32	Cowes	1838
1839	J. L. Gower. Lug. 33	,,	1839
1840	Capt. A. L. Corry, R.N. Cut. 33	,,	1843
1846	Thomas Moss. Cut. 33	Liverpool	1846
	PHOSPHOROUS.		
1864	Capt. W. Bulkeley. Cut. 50	Southampton	1865
	PILGRIM.		
1863	10th Duke of St. Albans. Sch. 135	Lymington	1864
1866	Adrian E. Hope. Sch. 125	Southampton	1867
1871	Viscount Macduff. Sch. 140		1871
	PLEIAD.		
1855	W. B. Beaumont, M.P. SS. 265		1856
1863	3rd Earl Somers. Sch. 205	Portsmouth	1865
1866	T. D. P. Astley. Sch. 205	,,	1867
	PLOVER.		
1850	Lieut.-Col. H. Brown. Cut. 35		1852
1853	Lieut.-Col. H. Brown. Ywl. 70	London	1863
1853	Viscount Anson, M.P. Cut. 35		
1854	4th Lord Macdonald. Cut. 35		1855
1856	Col. J. T. Clifton. Cut. 35	Portsmouth	1856
	POETESS.		
1828	George Wyke. Sch. 31		1831
	POLLY.		
1815	Sir J. C. Hippesley, Bart. Cut. 25	Cowes	1819
	PRINCESS.		
1869	H.R.H. The Prince of Wales		1871

From	Yachts.	Port of Registry.	To
	PROSERPINE.		
1847	Hon. G. A. Byron. Sch. 121	Ipswich	1849
	PSYCHE.		
1829	Charles Pratt. Cut. 60	Southampton	1842
1844	Benjamin H. Jones. Cut. 60	,,	1846
1864	John Wardlaw. Cut. 45	,,	1867
1868	A. Congreve. Cut. 45	Cowes	1870
	PTARMIGAN.		
1871	W. J. Pawson. Sch. 184	Cowes	1876
	PYLEWELL.		
1815	James Weld. Cut. 25	Southampton	1817
	QUEEN OF THE ISLES.		
1857	A. Greville. 70	Dover	1857
1881	Lord Aberdour. SS. 70	Glasgow	1883
1884	4th Marquis of Anglesey. SS. 70	Carnarvon	1888
	QUEEN MAB.		
1825	Capt. Lyons. Cut.		1827
1859	Sir P. F. Shelley, 4th Bart. Cut. 32	Cowes	1860
	QUEEN ELEANOR.		
1866	7th Duke of Marlborough. Sch. 146	Portsmouth	1873
1882	Col. Hampton-Lewis. Sch. 146	,,	1892
	QUEEN OF PALMYRA.		
1876	3rd Marquis of Exeter. SS. 280	Southampton	1888
	QUEEN VICTORIA.		
1847	The Emperor of Russia. Sch. 257		1854
	RAINBOW.		
1866	Lieut.-Col. Hon. D. G. Finch. Sch. 80	Dartmouth	1869
1871	Hon. Henry Flower. Sch. 80	,,	1871
1872	6th Viscount Ashbrooke. Sch. 80	Southampton	1873
1896	C. L. Orr-Ewing, M.P. Aux. Str. 214	Ayr	1897
1898	C. L. Orr-Ewing, M.P. Sch. 316		
	RATTLESNAKE.		
1858	R. G. Duff. Sch. 64	Grimsby	1859
1860	Lieut.-Col. D. J. Dickinson. Sch. 64	Portsmouth	1864
	RAVEN.		
1854	William Morgan. Cut. 76	Bristol	1856
1876	Lieut.-Col. J. Sterling. Ywl. 60	Cowes	1881
	REBECCA MARIA.		
1815	Sir William Curtis, 1st Bart. Cut. 76	London	1827
	RED EAGLE.		
1888	Sir George Stucley, 1st Bart. SS. 296	Cowes	1889
1891	C. J. Fletcher. SS. 296	,,	1893

From	Yachts.	Port of Registry.	To
	RED ROSE.		
1872	John Lancaster. SS. 480	Liverpool	1882
	RED ROVER.		
1829	Sir F. Vincent, Bart. Sch. 80	Dover	1830
	REINDEER.		
1834	John Moore. Cut. 95	Cowes	1835
1836	John Moore. Cut. 107	,,	1844
1844	Spencer De Horsey. Cut. 107	,,	1844
1871	3rd Marquis of Cholmondeley. Sch. 107	,,	1877
1878	Lieut.-Col. Dugmore. Sch. 72	,,	1881
1895	3rd Lord Wolverton. Sch. 77	,,	1895
	RESOLUTE.		
1861	Rt. Hon. T. M. Gibson, M.P. Cut. 76	Aldeburgh	1883
1886	A. Reynell-Pack. Cut. 79	Colchester	1897
1898	Sir Reginald Graham, 8th Bart. Cut. 79	,,	
	RESOLUTION.		
1842	5th Duke of Rutland. Sch. 143	Southampton	1843
1844	5th Duke of Rutland. Sch. 164	,,	1856
1858	6th Duke of Rutland. Sch. 164	Troon	1864
	RIPPLE.		
1851	D. J. Dickinson. Cut. 43	Southampton	1852
1853	D. J. Dickinson. Sloop, 53	,,	1856
	ROB ROY.		
1819	W. Gaven. Cut. 52	Southampton	1828
1829	James Meiklam. Cut. 52	,,	1830
1831	Sir Hyde Parker, 8th Bart. Cut. 52	Cowes	1833
	ROMULUS.		
1842	1st Lord Wharncliffe. Cut. 30	London	1845
	RONA.		
1896	Baron F. de Rothschild. SS. 1,023	Glasgow	1898
	ROSABELLE.		
1823	Rev. F. Pare. Cut. 23	Cowes	1828
	ROSEBUD.		
1868	Thomas Chamberlayne. Cut. 51	Lymington	1872
1873	A. C. Scott. Ywl. 52	Southampton	1874
	ROSE DIAMOND.		
1860	G. Holland Ackers. SS. 37	Southampton	1863
	ROSENEATH.		
1891	A. W. Fulcher. SS. 195	Cowes	1891
1894	9th Earl of Cavan, K.P. SS. 195	,,	1897
1898	9th Earl of Cavan, K.P. SS. 186	Southampton	1900
1899	A. W. Fulcher. Sch. 52	,,	1900
1901	4th Earl of Normanton. Sch. 52	,,	

From	Yachts.	Port of Registry.	To
	ROSETTA.		
1832	Eyre Coote. Cut. 70		
	ROS MARINE.		
1898	Major J. A. Orr-Ewing. Aux. Sch. 214	Ayr	1899
	ROSTELLAN.		
1815	2nd Marquis of Thomond. Sch. 60	London	1831
1835	T. G. French. Sch. 60	Cork	1837
1838	T. G. French. Sch. 70	,,	1847
	ROVER.		
1825	Robert Raikes. Cut. 68	Hull	1830
1836	Rev. H. Ramsden. Cut. 70	,,	1837
1882	14th Earl of Eglinton. SS. 565	Leith	1887
	ROWENA.		
1837	George Simpson. Cut. 33	Southampton	1851
	ROYALIST.		
1834	Rev. T. L. Lane. Sch. 142	Cowes	1835
1836	James Brooke. Sch. 142	London	1841
	ROZEL.		
1901	Lancelot Rolleston, D.S.O. Ywl. 41	Shoreham	
	RUBY.		
1823	Sir G. Leeds. 1st Bart. Cut. 50	Ipswich	1824
1825	William Cunninghame. Cut. 50	Greenock	1827
1828	John Fitzgerald. Cut. 50	Ipswich	1829
1830	Rev. A. Suckling. Cut. 50	Yarmouth	1831
1832	Sir Francis Sykes, 3rd Bart. Cut. 50	Cowes	1834
1839	Rowland Mitchell. Cut. 53	London	1841
	RUBY QUEEN.		
1867	P. L. Lybbe-Powys. Sch. 130		1868
	SABRINA.		
1823	Jas. Maxse. Cut. 84	Cowes	1825
1826	Sir G. Leeds, 1st Bart. Cut. 84	,,	1826
1827	Alexander Murray. Cut. 84	,,	1830
1832	Alexander Murray. Cut. 84	,,	1836
1863	John Naylor. Sch. 267	,,	1887
	SAIDE.		
1891	Charles G. Millar. SS. 383	Melbourne	1895
	ST. AGNES.		
1884	Lord Alexander Gordon-Lennox. SS. 243	London	1887
1888	G. A. Schenley. Sch. 243	,,	1889
1890	Lord Alexander Gordon-Lennox. Sch. 243	,,	1891
	ST. BRYDE.		
1879	Lieut.-Gen. Sir John Douglas. Sch. 110	Greenock	1882

From	Yachts.	Port of Registry.	To
	ST. GEORGE.		
1891	E. J. Wythes. SS. 850	Cowes	
	ST. HILDA.		
1875	Col. Hon. O. Duncombe. SS. 150	Southampton	1879
1885	Capt. W. Duncombe. SS. 144	,,	
	ST. LAWRENCE.		
1861	G. R. Stephenson. Cut. 80	Cowes	1871
1872	G. R. Stephenson. Ywl. 80		1883
	ST. MARGARET.		
1846	F. P. D. Radcliffe. Cut. 33	Portsmouth	1846
	ST. URSULA.		
1853	1st Lord Londesborough. Sch. 180	Portsmouth	1854
1866	Adam Kennard. Sch. 196	Southampton	1871
	SALAMANDER.		
1857	6th Earl of Selkirk. Sch. 223	Kirkcudbright	1857
	SAMŒNA.		
1889	H. R. Langrishe. Cut. 94	Southampton	1891
	SANS PEUR.		
1885	3rd Duke of Sutherland, K.G. SS. 395	Barrow	1889
	SANTA CECILIA.		
1886	4th Marquis of Anglesey. SS. 311	London	1891
	SANTA MARIA.		
1885	J. A. Rolls. SS. 340	London	1892
1893	1st Lord Llangattock. SS. 340	,,	
	SAPPER.		
1882	Rev. J. J. Curling. Sch. 54	St. John's, N.B.	1889
	SAPPHIRE.		
1824	James Dundas. Cut. 67	Leith	1830
1829	2nd Lord Newborough. Cut. 69	Cowes	1832
1833	3rd Lord Newborough. Cut. 69	Beaumaris	1836
1838	John Tollemache. Cut. 70	Cowes	1840
1841	Lord Henry Cholmondeley. Cut. 70	,,	1843
1847	Rt. Hon. T. Milner-Gibson, M.P. Sch. 65		1860
	SAPPHO.		
1827	Sir J. Stewart, 8th Bart. Sch. 66	Londonderry	1832
1835	Sir J. Stewart, 9th Bart. Sch. 66	,,	1836
1864	G. Meek. Sch. 104	Newhaven	1866
	SATANITA.		
1898	Sir Maurice Fitzgerald, 2nd Bart. Cut. 300	Southampton	1899
1900	Sir Maurice Fitzgerald, 2nd Bart. Ywl. 300	,,	

From	Yachts.	Port of Registry.	To
	SATELLITE.		
1864	Capt. Purey Cust. Ywl. 68	Leith	1864
1885	Capt. J. H. Bainbridge, R.N. Ywl. 69	Sligo	1885
	SCORPION.		
1825	Sir G. Webster, 5th Bart. Cut. 110	Hastings	1827
1828	Capt. Hon. R. F. Greville. Cut. 110	Milford	1828
1829	3rd Lord Clonbrock. Cut. 110	Portsmouth	1831
	SEABIRD.		
1868	Count F. du Monceaux. Cut. 125		1877
1880	5th Earl Annesley. Sch. 130	Cowes	
	SEA FLOWER.		
1844	Marquis of Conyngham. Cut. 35	Southampton	1845
1845	T. Milner-Gibson, M.P. Cut. 35		1846
	SEA-GULL.		
1851	William Moore. Cut. 52	Cowes	1853
	SEA-HORSE.		
1867	7th Earl of Cardigan. SS. 320	Glasgow	1867
1891	Pryce Hamilton. SS. 110	Southampton	1898
	SEA-MEW.		
1834	Hon. H. Upton. Lug. 31	Cowes	1838
1840	Hon. H. Upton. Ywl. 35	,,	1841
	SECRET.		
1829	6th Earl of Chesterfield. Cut. 170	London	1832
	SEMIRAMIS.		
1891	J. Lysaght. SS. 703	Leith	1891
	SERENA.		
1897	12th Viscount Falkland. Sch. 66		1897
	SEVERN.		
1880	3rd Earl of Ducie. SS. 300	Cowes	1882
	SHAMROCK.		
1861	2nd Marquis of Conyngham. SS. 109	Glasgow	1862
1872	Sir E. Sullivan, 5th Bart. Sch. 297	London	1875
1876	6th Earl of Tankerville. Sch. 297	,,	1880
1881	R. C. Naylor. Sch. 297	,,	1881
	SHARK.		
1853	William Curling. Sch. 159	Poole	1853
1854	William Curling. Sch. 175	,,	1859
1861	S. Block. Sch. 175	,,	1864
1866	7th Earl of Cardigan. Sch. 175	,,	1867
1868	6th Duke of Rutland, K.G. Sch. 175	,,	1868
1869	6th Duke of Rutland, K.G. Sch. 179	,,	1885

From	Yachts.	Port of Registry.	To
	SHEARWATER.		
1874	T. H. Powell. Ywl. 50	Colchester	1881
	SHEILA.		
1874	W. R. Malcolm. Ywl. 60	Southampton	1874
1876	Lieut. R. C. T. Blunt, R.N. Ywl. 60	,,	1880
1885	R. C. T. Blunt. SS. 93	Glasgow	1885
1884	A. Perceval. Ywl. 60	Cowes	1887
1889	Prince Henry of Battenberg. Ywl. 62	,,	1890
1891	Prince Henry of Battenberg. Sch. 166	,,	1895
	SIBYL.		
1848	Henry Oglander. Sch. 104	Cowes	1852
1853	F. T. Rufford. Sch. 104	,,	1854
1855	F. T. Rufford. Sch. 121	,,	1857
1859	Col. F. Westenra. Cut. 45	,,	1864
1865	Lieut.-Col. Hon. H. Annesley. Cut. 45	,,	1873
1870	3rd Duke of Sutherland, K.G. SS. 32.	,,	1875
1872	F. T. Rufford. SS. 61	Southampton	1872
1873	F. T. Rufford. SS. 69	,,	1878
1873	Lieut. I. Lillingston, R.N. Sch. 123		1876
1874	5th Earl Annesley. Sch. 100	Dartmouth	1879
	SIESTA.		
1880	Henry Turnor. Sch. 125	London	1883
1885	Capt. R. C. Turnor. Sch. 125	,,	1885
	SIGNA.		
1891	Baron Von Schroeder. SS. 147	Cowes	1893
	SILVER SPRAY.		
1886	L. R. West. Sch. 121	Cowes	1895
	SIREN.		
1827	Sir Thomas M. Wilson, 8th Bart. Cut. 45		1857
1843	John Fleming, M.P. Sch. 161	Cowes	1844
1845	2nd Lord Keane. Sch. 161	Portsmouth	1846
	SIREX.		
1877	Sir H. Bacon, 11th Bart. Ywl. 102	Gainsborough	1880
1896	2nd Earl of Dudley. Ywl. 102	London	1897
1898	William Reginald Cookson. Ywl. 102	,,	1898
	SIR SIDNEY SMITH.		
1818	James Smith. Cut. 15	Glasgow	1823
	SKIPJACK.		
1898	Sir R. Williams Bulkeley, 12th Bart. SS. 89		1899
	SKYLARK.		
1854	2nd Viscount Hill. Cut. 45		1855
	SLEUTHHOUND.		
1881	3rd Marquis of Ailsa. Cut. 40	Ayr	1884
1885	Lieut. Lord Francis Cecil, R.N. Cut. 40	,,	1888

From	Yachts.	Port of Registry.	To
	SNAKE.		
1845	J. Davenport, Jun. Sch. 33	Douglas, I.M.	1846
1845	Lord Lovaine. Cut. 66		1846
1846	Hon. H. Upton. Cut. 66		1846
1847	2nd Viscount Templetown. Cut. 66		1848
	SNOWDROP.		
1882	Prince Henri de Bourbon, Comte de Bardi. Ywl. 63	Cowes	1884
1888	2nd Lord Hindlip. Ywl. 63	,,	1888
	SORCERESS.		
1878	Capt. G. S. Staunton. Cut. 34	Southampton	1882
	SOUTHERN CROSS.		
1888	Sir John Fowler, 1st Bart., K.C.M.G. SS. 332	London	1892
	SPARROW-HAWK.		
1834	E. Heneage, M.P. Cut. 84	Cowes	1840
1841	Thomas Hallifax. Cut. 84	,,	1849
	SPERANZA.		
1865	B. H. Jones. Ywl. 100	Liverpool	1871
1894	Sir R. W. Bulkeley, 12th Bart. SS. 410	Cowes	1897
	SPIDER.		
1838	Algernon Greville. Cut. 33	London	1840
1841	F. S. Greville. Cut. 33	,,	1842
1843	Sir W. P. Gallwey, 2nd Bart. Cut. 33	,,	1843
1844	J. E. Lacon. Cut. 33	,,	1847
1848	Thomas Thornhill. Cut. 33	Portsmouth	1855
1857	Sir H. Becher, 2nd Bart. Cut. 45		1860
	STAR.		
1869	Lord Otho Fitzgerald, M.P. Twin Scr. 30	London	1869
	STAR OF THE SEA.		
1860	R. L. Surtees. Sch. 130		1863
1883	15th Duke of Norfolk. SS. 480	Littlehampton	1888
1893	4th Marquis of Anglesey. SS. 108	Greenock	1895
	STELLA.		
1851	R. Frankland. Cut. 65	Cork	1856
1857	John Hibbert. Cut. 65	Lymington	1858
1858	Earl of Dalkeith. Cut. 42	Cowes	1860
1859	2nd Earl of Durham. Cut. 68	Lymington	1859
1861	C. A. W. Rycroft. Cut. 42	Greenock	1864
1871	2nd Marquis of Conyngham. SS. 218	London	1871
1872	4th Earl of Breadalbane. SS. 218	,,	1873
1883	Sir Allen Young, C.B. SS. 169	,,	
	STORMFINCH.		
1840	E. H. Chad. Cut. 63	Southampton	1841
1843	Lieut.-Gen. Bowers, C.B. Cut. 63	,,	1853
1854	Lieut.-Gen. Bowers, C.B. Sch. 105	Cowes	1870

From	Yachts.	Port of Registry.	To
	SULA.		
1879	Sir T. Erskine, 2nd Bart. Ywl. 54	Shoreham	1881
1882	Sir T. Erskine, 2nd Bart. Ywl. 80	,,	1900
1901	2nd Lord Churston. Ywl. 80	,,	
	SULTANA.		
1834	H. Robinson. Cut. 49	Cowes	1839
1846	R. C. Naylor. Cut. 100	,,	1852
1853	2nd Marquis of Conyngham. Cut. 140	,,	1853
1854	11th Lord Colville. Ywl. 130	,,	1857
1859	Sir Charles Taylor, 2nd Bart. Ywl. 130	,,	1859
1860	Major J. F. S. Carlyon. Ywl. 130	,,	1861
1862	Lieut.-Col. Markham. Sch. 130	,,	1863
1867	F. C. Ashworth. Sch. 140	,,	1868
1869	Col. C. T. Clifton. Sch. 140	,,	1871
1873	Lieut.-Gen. Lord George Paget. Sch. 140	,,	1879
	SUNBEAM.		
1874	Thos. Brassey. SS. 465	London	1880
1881	Sir Thomas Brassey. SS. 465	,,	1882
1883	Sir Thomas Brassey, 1st Bart., K.C.B., M.P. SS. 565		1885
1886	1st Lord Brassey. SS. 565		
	SUNFLOWER.		
1898	E. Walter Green. SS. 300	Southampton	
	SUNRISE.		
1877	4th Lord Ashburton. SS. 366	Cowes	1886
1888	E. J. Coope. SS. 345	,,	
	SURPRISE.		
1853	E. W. H. Schenley. Sch. 209		1873
1874	7th Earl of Aylesford. Sch. 209	Portsmouth	1875
1880	Major Spicer. Sch. 250	Cowes	1882
1885	2nd Lord Vivian. Sch. 250	,,	1885
	SUSAN.		
1846	4th Earl of Hardwicke. Cut. 40	Portsmouth	1855
1855	4th Earl of Hardwicke. Ywl. 40		1860
1861	4th Earl of Hardwicke. Cut. 48		1873
1874	7th Earl of Sandwich. Cut. 62	Portsmouth	1876
1878	Sir H. Becher, 2nd Bart. Cut. 62	,,	1887
1888	Montague Guest. Cut. 68	,,	1890
1891	Major S. W. Finch. Cut. 68	,,	1894
1896	4th Lord Dunsandle. Cut. 68	,,	1896
1897	Montague Guest. Cut. 68	,,	1897
1898	Capt. Bridgeman, R.N. Cut. 68	,,	1898
1899	Viscount Sudley. Cut. 68	,,	1899
1901	4th Duke of Sutherland. Cut. 68	,,	1901
1902	Sir Allen Young, C.B. Cut. 68		
	SWALLOW.		
1823	Duke of Norfolk. Cut. 124	Arundel	1829

From	Yachts.	Port of Registry.	To
	SWAN.		
1860	Hon. C. H. Cust, M.P. Ywl. 40		1860
1862	Allen Young. Brigne. 115	Hull	1862
	SWORDFISH.		
1852	Joseph Parker. Cut. 31	Southampton	1854
	SYBIL.		
1847	C. P. Leslie, M.P. Sch. 117	Portsmouth	1847
1869	Capt. G. L. Staunton. Sch. 120	Cowes	1869
	SYLPH.		
1815	William Baring. Cut. 52	Cowes	1816
1815	Col. Shedden. Cut. 20	Southampton	1816
1818	W. R. Newman. Cut. 52	Dartmouth	1831
1820	William Curtis. Cut. 29	London	1826
1869	Hon. R. S. West. Sch. 107	Portsmouth	1869
1870	Lord Buckhurst. Sch. 107	,,	1872
1873	7th Earl De La Warr and Buckhurst. Sch. 107	,,	1873
	SYLPHIDE.		
1853	Capt. Leyland. Ship, 481	London	1859
1860	4th Marquis of Downshire. Ship, 481	Portsmouth	1863
	SYREN.		
1816	J. Gordon. Cut. 32	Cowes	1823
1825	T. Lewin. Cut. 32	Portsmouth	1828
1827	Sir T. M. Wilson, 8th Bart. Cut. 45	London	1848
1839	D. Macdonald. Cut. 39		1842
1847	John Davenport, Jun. Cut. 68	Carnarvon	1849
1849	Sir T. M. Wilson. Sch. 45	London	1851
1851	Rev. R. P. Hartopp. Cut. 68	Portsmouth	1852
1852	Sir T. Wilson. Ywl. 60	London	1857
1866	A. H. Davenport. Cut. 48	Portsmouth	1866
	TALISMAN.		
1841	Robert Meiklam. Cut. 87	Cowes	1843
1844	Robert Meiklam. Cut. 96	,,	1847
1849	Capt. H. N. Smith. Cut. 96	,,	1852
1871	1st Earl of Dufferin. Ywl. 99		1871
	TAR.		
1844	Rev. Denis George. Cut. 33	Southampton	1846
	TAURUS.		
1879	J. T. Clifton. SS. 300	Barrow	1881
1884	A. O. Wilkinson. SS. 312	London	1890
1894	H. Andrews. SS. 312	,,	1897
1898	H. Andrews. SS. 546	,,	1899
1901	H. Andrews. SS. 769	,,	
	TELEGRAPH.		
1860	T. L. Ricardo, M.P. Sch. 30	Southampton	1862

From	Yachts.	Port of Registry.	To
	TERN.		
1848	A. Gregory. Cut. 62	Portsmouth	1849
	TERPSICHORE.		
1863	Commander Tattnall, R.N. Cut. 42	Poole	1881
	THALATTA.		
1898	Hon. C. Weld Forester. SS. 121	Dartmouth	
	THERESE.		
1825	Earl of Belfast. Cut. 121	Cowes	1827
1827	6th Earl of Chesterfield. Cut. 121	,,	1829
1830	Thomas Gibson. Cut. 121	,,	1836
1837	3rd Lord Clonbrock. Cut. 121	,,	1837
1838	Sir B. Graham, 7th Bart. Cut. 121	,,	1839
1840	J. Reynolds. Cut. 121	,,	1840
1841	3rd Earl of Desart. Cut. 121	London	1845
	THETIS.		
1825	Rev. Denis George. Cut. 37	Dublin	1828
1898	George A. Schenley. SS. 511	London	1900
	THISTLE.		
1885	12th Duke of Hamilton and Brandon. SS. 544	London	1895
	THULE.		
1860	A. Anderson. SS. 352	London	1862
	TIERCEL.		
1868	Hon. Cecil Duncombe. Sch. 115	Portsmouth	1871
	TITANIA.		
1851	G. Stephenson, M.P. Sch. 100	London	1859
1861	3rd Earl of Rosse. Sch. 184	,,	1867
1881	3rd Marquis of Ailsa. SS. 300	Leith	1890
1891	F. Stanier. SS. 306	,,	1898
	TORFRIDA.		
1882	R. G. Duff. SS. 165.	Cowes	1889
	TOURMALINE.		
1895	C. J. Leyland. SS. 183	Liverpool	1897
	TRANSIT.		
1820	Hon. G. Vernon. Sch. 231	London	1826
	TRINITY YACHT.		
1829	J. Woolmore. Cut. 141	London	1837
1843	Sir J. H. Pelly, 1st Bart. Cut. 141	,,	1852
	TRITONIA.		
1894	Baron Oscar Dickson. Sch. 172		1897
	TRIUMVIR.		
1852	Major A. C. Stirling. Cut. 106	Cowes	1852

From	Yachts.	Port of Registry.	To
	TURK.		
1829	Capt. J. Kean, R.N. Cut. 44	Southampton	1842
	TURQUOISE.		
1834	William Lyon. Cut. 77	Cowes	1835
1836	Sir Hyde Parker, 8th Bart. Cut. 77	,,	1839
1840	Lord Lovaine. Cut. 78	London	1841
1843	C. H. Coote. Cut. 77	Southampton	1844
1845	C. H. Coote. Cut. 150	,,	1862
	TWINS.		
1834	James Weld. Cut. 95	Southampton	1834
1838	John Anderson. Cut. 35		
	TYNE.		
1863	G. R. Stephenson. Sch. 180	Cowes	1865
1870	4th Marquis of Bath. Sch. 180	,,	1871
1872	J. T. Clifton. Sch. 180	,,	1878
	ULVA.		
1879	F. A. Hankey. SS. 350	London	1888
	UNDINE.		
1857	2nd Duke of Sutherland, K.G. SS. 366	London	1860
1861	3rd Duke of Sutherland. SS. 366	,,	1865
1870	3rd Earl of Bantry. Cut. 65	Southampton	1878
	UNICORN.		
1819	H. Perkins. Sch. 122	Rochester	1826
	UNION.		
1817	Rt. Hon. Sir A. Paget. Cut. 48	Southampton	1828
1826	H. C. Compton. Cut. 48	,,	1833
1834	Spencer de Horsey. Cut. 48	,,	1838
	URANIA.		
1848	6th Lord Rodney. Sch. 140	Cowes	1851
1852	Sir A. Bannerman, 9th Bart. Sch. 140	,,	1857
1864	William Wise. Sch. 172	,,	1870
	URSULINE.		
1858	1st Lord Londesborough. Ywl. 112	Cowes	1859
1860	2nd Lord Londesborough. Ywl. 142	Lymington	1860
1861	H. Villebois. Ywl. 112	Southampton	1865
1868	H. Villebois. Ywl. 138	,,	1870
1871	W. C. Smith. Ywl. 138	,,	1874
	VAGUS.		
1899	Sir Richard W. Bulkeley, 12th Bart. SS. 708	Cowes	1900
	VALDIVIA.		
1901	12th Earl of Dundonald. SS. 72	Dartmouth	
	VALHALLA.		
1893	T. F. Laycock, Esq. SS. 1,500	Portsmouth	1897
1902	26th Earl of Crawford and Balcarres. SS. 1,490	Cowes	

From	Yachts.	Port of Registry.	To
	VALETTA.		
1871	6th Earl of Glasgow. SS. 80	Cowes	1879
	VALKYRIE.		
1889	4th Earl of Dunraven. Cut. 94	Southampton	1891
1893	4th Earl of Dunraven. Cut. 220		1893
1896	4th Earl of Dunraven. Cut. 263	Glasgow	
	VAMPIRE.		
1835	John Lindegren. Cut. 49	Portsmouth	1839
1847	Sir G. H. D. S. Douglas, 4th Bart. Cut. 49	,,	1848
	VAMPYRE.		
1829	Rev. Denis George. Cut. 44	Southampton	1834
	VANADIS.		
1900	Randolph Wemyss. SS. 333	London	1900
	VANDAL.		
1845	R. W. Cooper. Cut. 105	Cowes	1849
	VANGUARD.		
1866	Capt. Hughes. Cut. 60	Cowes	1868
	VARINA.		
1865	Sir M. R. Shaw-Stewart, 7th Bart., M.P. SS. 120	Greenock	1874
	VARUNA.		
1894	Capt. Towers-Clark. Cut. 62		1894
	VAYNOL.		
1866	R. G. Duff. SS. 33	Vaynol	1868
	VEGA.		
1882	T. D. Hill. Sch. 127	Portsmouth	1883
	VEGLIA.		
1896	Baron Nathl. de Rothschild. SS. 1,020		
	VENDETTA.		
1893	Admiral Hon. Victor Montagu. Cut. 76	Southampton	1893
	VENETIA.		
1894	5th Lord Ashburton. SS. 880	Cowes	1898
	VENUS.		
1874	Lord Lindsay. Sch. 390	Aberdeen	1876
	VERENA.		
1894	5th Earl of Lonsdale. Sch. 297	London	1895
1899	Charles Gibson Millar. Sch. 316	Cowes	1899
	VESTAL.		
1876	Sir Thomas Erskine, 2nd Bart. Sch. 78	Southampton	1878

From	Yachts.	Port of Registry.	To
	VICTORIA.		
1862	T. D. P. Astley. SS. 40		1867
	VIKING.		
1853	Major A. C. Sterling. Sch. 110	Cowes	1863
1864	Inglis Jones. Sch. 142	,,	1865
1866	H.R.H. the Duke of Edinburgh. Sch. 142	,,	1872
1876	4th Earl of Caledon. Sch. 210	,,	1881
1882	4th Earl of Caledon. Ywl. 103	,,	1891
1892	4th Earl of Caledon. Ywl. 143	London	1897
	VINDEX.		
1872	T. H. Clifton. Cut. 45	London	1873
	VIRGINIA.		
1854	J. Gee. Ywl. 47		1854
	VISTA.		
1891	A. Shuttleworth. SS. 98	Southampton	1893
	VIXEN.		
1828	Richard Fox. Cut. 45		1828
1861	John Litchford. Sch. 116	Lymington	1861
	VOLAGE.		
1861	11th Lord Colville. Sch. 104	Cowes	1873
	VOLANTE.		
1894	Col. Lord Algernon Lennox. Ywl. 55		1894
	VOL-AU-VENT.		
1875	Lieut.-Col. Markham. Cut. 104	Cowes	1881
1896	Richard C. Naylor. Ywl. 104	,,	1897
	VOLNA.		
1850	The Grand Duke Constantine. Sch. 71		1888
	WALRUS.		
1879	5th Earl of Ranfurley. Ywl. 100	Southampton	1882
	WANDERER.		
1837	E. B. Beaumont. Sch. 141	Cowes	1837
1838	T. W. Beaumont. Sch. 141	,,	1839
1840	Benjamin Boyd. Sch. 141	London	1849
1863	Capt. R. J. Henry. Sch. 65	Lymington	1864
1876	1st Lord Penzance. Sch. 140	London	1879
1879	C. J. Lambert. SS. 705	Cowes	1887
1882	4th Lord Dorchester. Ywl. 47	Poole	1884
	WATER KELPIE.		
1859	P. Bennet. Cut. 50	London	1862
	WATER LILY.		
1840	J. Hibbert. Ywl. 31	Cowes	1856
1882	Rt. Hon. A. Kavanagh. SS. 52	Southampton	1889

From	Yachts.	Port of Registry.	To
	WATERSPRITE.		
1817	Rev. G. Capper. Ywl. 40	Cowes	1823
1824	Capt. J. Gauntlet. Ywl. 40	,,	1825
1829	A. W. J. Deane. Cut. 21		1830
	WATER WITCH.		
1831	J. Kennedy. Cut. 44	Belfast	1839
1833	Earl of Belfast. Brig, 331	Cowes	1834
1857	T. G. Lumsden. Sch. 63		1857
1880	Edward Baring. Sch. 160	Portsmouth	1884
1885	1st Lord Revelstoke. Sch. 160	,,	1890
1898	Right Hon. A. H. Smith-Barry, M.P. Sch. 160	,,	
	WAVE.		
1835	Rev. Denis George. Cut. 53	Southampton	1839
1840	Capt. Kean, R.N. Cut. 54	,,	1842
1844	Marquis of Blandford. Cut. 54	,,	1845
1846	Viscount Seaham. Cut. 54	,,	1847
	WEERIT.		
1860	2nd Marquis of Ailsa. Cut. 50	Lymington	1860
1861	Capt. Goad. Cut. 50	,,	1862
1863	A. E. Guest. Cut. 50	Southampton	1867
	WELLINGTON.		
1820	Rev. G. Sloper. Cut. 36	Cowes	1823
	WHIM.		
1844	Charles Brett. Cut. 49	Cowes	1846
	WILDFIRE.		
1855	Sir P. F. Shelley, 4th Bart. Sch. 52	Cowes	1855
1887	Lieut.-Gen. Charles Baring. SS. 65	,,	1889
	WILD ROSE.		
1892	William Bradshaw. SS. 100	Bristol	1892
1893	G. A. Schenley. SS. 100	,,	1893
	WILD WAVE.		
1894	E. W. Greene. SS. 128	London	1897
	WILL-O'-THE-WISP.		
1825	E. Delafield. Cut. 45	Ipswich	1826
1828	Thomas Gibson. Cut. 36	Aldboro'	1830
1831	Capt. Herringham, R.N. Cut. 35	Portsmouth	1831
1833	H. Robinson, Jun. Cut. 35	,,	1833
1834	P. D. Sherston. Cut. 36	Weymouth	1834
1835	Sir R. Harland, Bart. Cut. 40	Ipswich	1837
1838	Sir R. Harland, Bart. Cut. 45	,,	1841
1842	Capt. C. H. Williams, R.N. Cut. 45	London	1846
	WINDFLOWER.		
1877	C. D. Gilbert. Ywl. 73	Falmouth	1880
1900	Hon. Rupert Guinness. Ywl. 68	Hull	1900

From	Yachts.	Port of Registry.	To
	WITCH.		
1833	Sir T. Ormsby, Bart. Cut. 73	Colchester	1833
1834	John Congreve. Cut. 76	Cowes	1837
1837	Sir Joseph Copley, Bart. Cut. 70	,,	1839
1841	H. Oglander. Cut. 70		1847
	WIZARD.		
1851	William Delafield. Cut. 87	Portsmouth	1852
1853	William Delafield. Cut. 95	,,	1862
1863	Sir G. East, 2nd Bart. Cut. 95	,,	1865
1866	J. P. Ellames. Cut. 95	,,	1866
1868	Charles Heneage. Cut. 95	Ipswich	1868
1869	Charles Heneage. Ywl. 95	Portsmouth	1875
	WOMBWELL.		
1818	T. Harman. Cut. 33	London	1836
	WREN.		
1876	Sir P. F. Shelley, 4th Bart. Ywl. 55	Poole	1888
	WYVERN.		
1829	J. S. Penleaze. Ketch 83	Southampton	1832
1845	6th Duke of Marlborough. Sch. 205	Portsmouth	1853
	XARIFA.		
1835	2nd Earl of Wilton. Sch. 175	Cowes	1842
1843	2nd Earl of Wilton. Sch. 185	,,	1847
1848	2nd Earl of Wilton. Sch. 200	Plymouth	1851
1852	2nd Earl of Wilton. Sch. 204	Cowes	1852
1899	Major Frank Shuttleworth. SS. 533	,,	1899
	XANTHA.		
1872	10th Duke of St. Albans. SS. 230	London	1872
1875	Viscount Macduff. SS. 230	Colchester	1875
	YELDIZ.		
1890	Sir C. Hall, Q.C., M.P., K.C.M.G. Ywl. 48	Cowes	1893
1902	Capt. J. Orr-Ewing. Ywl. 48	,,	
	YOUNG QUEEN.		
1839	William Sprot Boyd. Sch. 90	Bombay	1840
	ZADORA.		
1829	John Greathed. Cut. 27	Southampton	1833
1834	William Webber. Cut. 32	,,	1836
1837	Capt. G. D. Patterson. Cut. 32	,,	1838
1860	John Doherty. Cut. 32	Lymington	1860
	ZANETA.		
1898	Alfred Shuttleworth. SS. 114	Cowes	1899
1900	Major Frank Shuttleworth. SS. 114	,,	

From	Yachts.	Port of Registry.	To
	ZARA.		
1853	2nd Earl of Wilton. Sch. 312	Cowes	1865
1866	2nd Earl of Strafford. Sch. 312	,,	1866
1867	3rd Earl of Ducie. Sch. 312	,,	1868
1869	Allen Young. Tps. Sch. 312	London	1872
1873	4th Lord Lilford. Sch. 312		1880
	ZARANA.		
1880	Rev. H. de Salis. Ywl. 39	Sligo	1885
	ZARITA.		
1893	1st Lord Brassey. Ywl. 115	Greenock	1894
	ZEBRA.		
1826	A. Richardson. Cut. 51	Southampton	1831
1834	Hon. Augustus Moreton. Cut. 51	Cowes	1837
1838	F. R. Magenis. Cut. 51	,,	1839
	ZELIA.		
1864	R. B. Sheridan, M.P. Sch. 112	Southampton	1865
1874	4th Marquis of Ely. Sch. 195	,,	1877
1882	M. R. Smith. Sch. 195	,,	1890
	ZELIE.		
1882	Major Carpenter. SS. 145	Cowes	1884
	ZENOBIA.		
1869	3rd Marquis of Exeter. SS. 37	Cowes	1870
1872	H.R.H. the Prince of Wales. SS. 38	,,	1873
1874	3rd Marquis of Exeter. SS. 147	,,	1874
1875	3rd Marquis of Exeter. SS. 280		1875
	ZEPHYR.		
1819	W. Perkins. Cut. 78	Cowes	1820
1829	G. A. Fullerton. Cut. 55	,,	1832
1830	John Christie. Cut. 36	,,	1831
1832	W. H. Beach. Cut. 36	,,	1837
1833	E. B. Beaumont. Cut. 55	,,	1833
1834	George Bentinck. Cut. 55	,,	1838
1839	Lord H. Cholmondeley. Cut. 55	Southampton	1840
	ZEPHYRETTA.		
1844	H. Hope, M.P. Sch. 180	Portsmouth	1847
	ZERANA.		
1867	Sir R. Gore Booth, 4th Bart. Cut. 33	Kingstown	1876
	ZINGARA.		
1888	Sir R. W. Bulkeley, 12th Bart. SS. 542	London	1888
	ZINAIDA.		
1897	5th Earl of Rosebery. SS. 84		

From	Yachts.	Port of Registry.	To
	ZOE.		
1828	2nd Marquis of Donegal. Cut. 33	Cowes	1831
1844	Hugh Beaver. Cut. 35	,,	1848
1853	H. M. Hammersley. Sch. 161	Lymington	1856
1857	2nd Earl of Yarborough. Sch. 161	Southampton	1861
1862	P. L. Powys, M.P. Sch. 161	,,	1863
1865	Sir Bruce Chichester, 2nd Bart. Sch. 161	Lymington	1867
	ZORAIDE.		
1861	W. J. Pawson. Sch. 143	Cowes	1864
1865	W. J. Pawson. Sch. 155	,,	1868
1869	E. P. Wade-Browne. Sch. 155	,,	1873
1874	Capt. R. H. Smith-Barry. Sch. 155	,,	1885
	ZOUAVE.		
1857	R. Arabin. Sch. 105	Southampton	1861
1862	Lieut.-Col. Nicoll. Sch. 105	,,	1868
1869	Sir A. Cockburn, 7th Bart. Sch. 115	,,	1880
	ZULEIKA.		
1889	J. Canning Doherty. Sch. 159	Portsmouth	1889

NAVAL HONORARY MEMBERS OF THE ROYAL YACHT SQUADRON

Year of Election.		Name.
1835	May	(1) Keppel, Hon. Sir Henry, Admiral of the Fleet, G.C.B., D.C.L.,
1842	May	Fanshawe, Sir E. G., Admiral, G.C.B. [Order of Merit
1842	Aug.	D'Eyncourt, Edwin C. T., Admiral, C.B.
1849	July	Thomas, Montague, Captain
1854	May	De Horsey, Algernon F. R., Admiral
1858	Aug.	Ommanney, Sir Erasmus, Kt., Admiral, K.C.B., F.R.S.
1859	May	Leiningen, H.S.H. The Prince of, Admiral, G.C.B.
1860	Sept.	Lowther, Marcus, Rear-Admiral
1861	May	Christian, Henry, Admiral
1861	July	(10) Saumarez, Thomas, Admiral, C.B.
1864	Aug.	Erskine, Sir James E., Admiral, K.C.B.
1864	Sept.	Sullivan, Sir Francis W., Bart., Admiral, K.C.B., C.M.G.
1865	July	Adeane, Edward Stanley, Admiral, C.M.G.
1866	July	Foster, R. B., Captain
1867	May	Luard, Sir W. G., Admiral, K.C.B.
1868	Sept.	Denison, Hon. A. D. S., Rear-Admiral
1868	Sept.	Yorke, Hon. J., Captain
1869	Aug.	Blackwood, Sir Francis, Bart., Captain
1870	May	Molyneux, Hon. H., Captain
1870	May	(20) Grant, W. B., Vice-Admiral
1870	May	Lowther, F., Captain
1871	May	Gillett, Arthur W., Rear-Admiral
1872	July	Stephenson, Sir Henry F., Admiral, K.C.B.
1872	Aug.	Vansittart, E. W., Vice-Admiral, C.B.
1873	May	Hopkins, Sir J. O., Admiral, G.C.B.
1873	Aug.	Heneage, Sir Algernon C. F., Admiral, G.C.B.
1873	Aug.	Scott, Lord Charles, Admiral, K.C.B.
1874	May	Dawson, Hon. E., Captain
1874	May	Carpenter, Hon. Walter C., Admiral
1874	May	(30) Medlycott, Sir Mervyn B., Bart., Rear-Admiral
1875	May	Howard, John H., Captain
1876	May	Bruce, Lord Robert, Commander
1876	July	Britten, R. F., Rear-Admiral
1877	May	Beresford, Lord Charles, Rear-Admiral, C.B.
1877	Aug.	Johnson, Cecil F. W., Captain
1878	May	Fellowes, J., Vice-Admiral, C.B.
1878	May	Brand, Hon. Thomas S., Rear-Admiral
1878	May	Pringle, J. Elliot, Rear-Admiral
1879	May	Holland, S. C., Rear-Admiral
1879	May	(40) Littleton, Hon. A. C., Captain

Year of Election.		Name.
1879	May	Castle, Mc F. W., Rear-Admiral
1880	May	Cator, Ralph Peter, Admiral
1880	May	Seymour, Sir Michael Culme, Bart., Admiral, G.C.B., G.C.V.O.
1881	Aug.	Buller, Sir Alexander, Admiral, G.C.B.
1882	May	Brine, Lindesay, Admiral
1882	May	Denison, Hon. Conyngham, Commander
1882	May	Hotham, Sir Charles F., Admiral, G.C.V.O., K.C.B.
1882	May	Lord Ellenborough, Commander
1882	July	Bruce, Sir James, Rear-Admiral, K.C.M.G.
1882	July	(50) Baird, Sir J. K. E., Admiral, K.C.B.
1882	July	Rose, Henry, Rear-Admiral
1883	May	Moore, Sir Arthur W., Rear-Admiral, K.C.B., C.M.G.
1883	Aug.	Moore, G. H., Captain
1883	Aug.	Mitchell, Clayton, Captain
1884	May	Hamond, Richard H., Vice-Admiral
1884	May	Forsyth, Douglas, Commander
1884	May	Pusey, E. B., Captain
1885	May	Fawkes, W. H., Rear-Admiral
1885	May	Curzon-Howe, Hon. Assheton, Rear-Admiral, C.B., C.M.G.
1885	May	(60) Tracey, Sir Richard E., Admiral, K.C.B.
1885	May	Phillpotts, Arthur, Captain
1885	May	Nicholson, Sir H. F., Admiral, K.C.B.
1885	May	Clanwilliam, Earl of, Admiral, G.C.B., K.C.M.G.
1885	Aug.	Markham, Albert H., Vice-Admiral
1885	Aug.	Wood, C. R., Captain
1885	Aug.	Conybeare, Crawford, Captain
1886	May	Gordon, W. E. A., Admiral, C.B.
1886	May	Le Cocq, W. G., Captain
1886	Aug.	Bunbury, R. M., Commander
1886	Aug.	(70) Fane, Sir Charles G., Admiral, K.C.B.
1886	Aug.	Crawford, A. de C., Commander
1886	Aug.	Seymour, Sir Edward H., Admiral, G.C.B., Order of Merit
1887	May	Battenberg, H.S.H. Prince Louis of, Captain, G.C.B., G.C.V.O.
1887	May	Fitzmaurice, Hon. J. T., Captain
1887	May	Kemble, Horatio Frederick, Captain
1887	Aug.	Douglas, Hon. G. H., Admiral
1887	Aug.	May, W. H., Rear-Admiral, M.V.O.
1887	Aug.	Davis, E. H. M., Rear-Admiral, C.M.G.
1888	May	Graves, W. S. P., Commander
1888	May	(80) Clanchy, H. T., Captain
1888	May	Pitt, Francis J., Captain, C.B.
1888	Aug.	Lambton, Hon. Hedworth, Captain, C.B., C.V.O.
1888	Aug.	Eardley-Wilmot, S. M., Rear-Admiral
1889	May	Prothero, Arthur W. E., Captain
1889	Aug.	Windham, Charles, Captain, C.V.O.
1890	May	Corry, Alvin C., Captain
1890	May	Dale, Alfred T., Vice-Admiral
1891	May	Acland, Sir W. A. D., Bart., Rear-Admiral
1891	May	Hammet, J. Lacon, Rear-Admiral
1891	May	(90) Hastings, Alexander P., Vice-Admiral, C.B.
1891	Aug.	Drummond, E. C., Vice-Admiral
1891	Aug.	Fortescue, Hon. Seymour John, Captain, C.M.G., C.V.O.
1892	May	Hewitt, Hon. A. R., Captain
1892	May	Milne, Sir Archibald B., Bart., Captain
1892	May	Wales, H.R.H. The Prince of, Rear-Admiral, K.G.
1892	May	Stephens, Henry, Captain

Year of Election.		Name.
1892	May	Garforth, Edmund St. J., Rear-Admiral, C.B.
1892	Aug.	Paget, Alfred Wyndham, Captain, C.M.G.
1892	Aug.	Burnell, John C., Rear-Admiral
1893	May	(100) Hamilton, F. T., Captain
1893	May	Stanhope, Hon. H. A. S., Commander
1893	May	Colville, Hon. Stanley Cecil J., Captain, C.B., C.V.O.
1893	May	Gough, Hugh George, Commander
1893	May	Marx, John L., Captain
1893	May	Tillard, Philip Francis, Captain
1893	July	Hamilton, C. R. Cole, Commander
1894	May	Lloyd, Rodney M., Vice-Admiral, C.B.
1894	May	Hay, Howard F., Captain
1894	May	Orlebar, Vere B., Captain
1894	May	(110) Warrender, Sir George, Bart., Captain, C.B.
1894	May	Hewett, W. W., Captain
1894	May	Yonge, Reginald, Commander
1894	Aug.	Palliser, Henry St. L. B., Vice-Admiral
1894	Aug.	Lucas, Charles Davis, Rear-Admiral, V.C.
1894	Aug.	Neville, George, Captain, M.V.O.
1894	Aug.	Tyrwhitt, Hon. Hugh, Captain
1895	May	Rickman, Stuart H., Captain
1895	May	Pocklington, Archibald J., Captain
1895	Aug.	Floyd, Henry R. P., Commander
1895	Aug.	(120) Carpenter, A., Captain, D.S.O.
1895	Aug.	Burt, E. W., Captain
1896	May	Fremantle, Hon. Sir Edmund, Admiral, G.C.B., C.M.G.
1896	May	Keppel, Colin, Captain, C.B., D.S.O.
1896	May	Primrose, George A., Captain
1896	Aug.	Morgan, F. R., Captain
1896	Aug.	Wharncliffe, The Earl of, Commander
1897	May	Cradock, C. G. F., Captain, C.B.
1897	May	McKechnie, Alexander G., Rear-Admiral
1897	Aug.	Madden, Charles Edward, Captain
1897	Aug.	(130) Cadogan, Hon. Cecil J., Commander
1897	Aug.	Purefoy, Richard, Captain, M.V.O.
1897	Aug.	Bedford, Sir Frederick G. D., Vice-Admiral, G.C.B.
1898	May	Anstruther, R. H., Commander
1898	Aug.	Erskine, S. E., Commander
1898	Aug.	Tupper, R. G. O., Captain
1898	Aug.	McAlpine, R. K., Captain
1898	Aug.	De Horsey, S. V. Y., Captain
1898	Aug.	Hay, Lord John, Admiral of the Fleet, G.C.B.
1899	May	Hood, Hon. H. L. A., Commander
1899	May	(140) Wilkinson, Edward, Captain
1899	May	Wemyss, Rosslyn E., Captain, M.V.O.
1899	July	Nicholson, William H., Commander
1899	July	Delmé-Radcliffe, Francis, Captain
1899	July	Churchill, Orford, Rear-Admiral
1899	July	Campbell, Henry H., Captain
1900	May	Anson, Charles E., Captain, M.V.O.
1900	May	Domville, Sir Compton E., Admiral, K.C.B.
1900	May	Hamond-Græme, Douglas, Captain
1900	May	Wells, Lionel de L., Captain
1900	Aug.	(150) Leveson, A. C., Commander
1900	Aug.	Fisher, Sir John A., Admiral, G.C.B.
1900	Aug.	Custance, R. N., Rear-Admiral, C.M.G.

Year of Election.		Name.
1900	Aug.	Mundy, Godfrey H. B., Commander
1901	May	Napier, Charles L., Commander
1901	May	Nicholson, Stuart, Commander
1901	May	Calthorpe, S. Arthur Gough, Captain
1901	May	Mann, William F. S., Rear-Admiral
1901	May	Napier, Trevelyan D. W., Commander
1901	May	Pearson, Hugo L., Vice-Admiral
1901	May	(160) Wrey, W. Bourchier, Commander
1901	May	Cust, Sir Charles L., Bart., Commander, M.V.O., C.M.G.
1901	May	Fisher, F. W., Captain
1901	May	Oliver, Algernon H., Commander
1901	Aug.	Fullerton, Sir John, Vice-Admiral, C.B., G.C.V.O.
1901	Aug.	Inglefield, Edward, Captain
1901	Aug.	Grant, Alfred E. A., Commander
1901	Aug.	Symonds, R. J., Captain
1902	May	Sandeman, Henry G. G., Commander
1902	May	Fane, Augustus, Captain
1902	May	(170) Brownrigg, Sir Douglas E. R., Bart., Commander
1902	May	Farquhar, Stuart St. J., Commander
1902	May	Pelly, Henry B., Commander, M.V.O.
1902	May	Cochran, Charles H., Captain, M.V.O.
1902	May	Harbord, Richard, Commander
1902	Aug.	Stansfeld, Logan S., Commander
1902	Aug.	Godfrey-Faussett, B. G., Commander
1902	Aug.	Noel, Sir Gerard H. N., Vice-Admiral, K.C.B., K.C.M.G.
1902	Aug.	(178) Hamilton, W. Des Vœux, Captain, A.D.C.

APPENDIX

Since the foregoing list was drawn up the following alterations have to be remarked in the R.Y.S. List of 1902.

MEMBERS WHO HAVE DIED.

Earl Fitzwilliam, K.G.
Marquis of Dufferin and Ava, G.C.B., K.P.
John Wardlaw, Esq.
Hon. Cecil Duncombe.
Gen. Sir A. L. Fremantle, G.C.M.G., C.B.
Sir William Scott.
T. L. Melville Cartwright, Esq.
Lt.-General A. W. H. Meyrick.
Lord Malcolm of Poltalloch.
*Sir Andrew Fairbairn.

* (Elected May, 1901, with s.s. *Monsoon*, 232; died before he was on any list.)

MEMBERS ELECTED IN 1902.

Hunter, William Slingsby, Esq.	Vista	s.s.	95	Cowes
Fitzwilliam, Earl	Kathleen	s.s.	316	Liverpool
Pender, Sir James, Bart.	Brynhild	yawl	153	Portsmouth
Camden, The Marquis.	Fiona	yawl	151	Portsmouth
Goldie, The Right Hon. Sir George T., K.C.M.G.	Aphrodite	sch.	225	Cowes
Gascoigne, Lt.-Col. R. F. Trench, D.S.O.	Ulna	s.s.	118	Glasgow
Bedford, Duke of	Sapphire	s.s.	1,023	
Colvile, Major-Gen. Sir Henry, K.C.M.G., C.B.	Marcia	sch.	165	Portsmouth
Chaplin, Eric, Esq.	Bird	yawl	79	
Chapman, Spencer, Esq., late R.N.	Ellinor	s.s.	147	
Charteris, Richard, Esq.	Sorceress	yawl	35	
Greenwood, Walpole, Esq.	Hersilia	s.s.	464	

HONOURS INHERITED AND CONFERRED IN 1902.

Lord Colvile	becomes	Viscount
Lord Kelvin	,,	Order of Merit
Right Hon. A. Smith-Barry	,,	Lord Barrymore
Marquis of Ormond	,,	Privy Councillor
Duke of Sutherland	,,	K.G.
A. B. Freeman-Mitford, Esq.	,,	Lord Redesdale
A. Pendarves Vivian, Esq.	,,	K.C.B.
Earl of Dudley	,,	Lord-Lieut. of Ireland
Earl of Scarborough	,,	A.D.C. to the King
Lancelot Rolleston, Esq.	,,	D.S.O.
Daniel Cooper, Esq.	,,	2nd Bart.

YACHTS

OWNERSHIP CHANGED—OFF LIST—NEW ON LIST

1902

Aphrodite	sch.	225	Right Hon. Sir G. T. Goldie, K.C.M.G., instead of W. G. Beckett, Esq.
Banshee	s.s.	993	Col. H. McCalmont, M.P., C.B. Off list.
Bird	yawl	79	Eric Chaplin, Esq. New member.
Britannia	cut.	221	His Majesty the King, instead of Sir R. Bulkeley, Bart.
Brynhild	yawl	153	Sir James Pender, Bart. New member.
Celia	cut.	64	Baron Von Eckardstein.
Chanticleer	s.s.	60	Major R. Turnor, instead of W. N. Diggle, Esq.
Chanticleer	yawl	122	Captain Æ. M. B. Gage. Off list.
Christine	s.s.	245	Sir William Scott, Bart. Off list. Owner dead.
Dinsdale	ketch	91	Earl of Arran.
Dolphin	yawl	54	Lt.-Col. Hon. G. Bertie. Off list.
Ellinor	s.s.	147	Spencer Chapman, Esq., late R.N. New member.
Falaise	s.s.	194	Forrester-Britten, Esq. Off list.
Fiona	yawl	151	Marquis Camden. New member.
Hirsilia	s.s.	464	Walpole Greenwell, Esq. New member.
Kathleen	s.s.	316	6th Earl Fitzwilliam. New member.
Kriemhilda	yawl	106	Duke of Sutherland, K.G., instead of C. L. Orr-Ewing, Esq., M.P.
Lavengro	ketch	134	W. G. Beckett, Esq.
Lufra	ketch	222	Captain Æ. M. B. Gage.
Lutra	s.s.	300	Sir Daniel Cooper, Bart., instead of Lord Malcolm of Poltalloch. Dead.
Marcia	sch.	165	Major-Gen. Colvile, K.C.M.G., C.B., instead of Lt.-Gen. Meyrick. Dead.
Sapphire	s.s.	1,023	Duke of Bedford. New member.
Sorceress	yawl	35	Richard Charteris, Esq. New member.
Susan	cut.	68	Sir Allen Young, C.B., instead of Duke of Sutherland, K.G.
Tarantula	s.s.	84	Col. Harry McCalmont, M.P., C.B.
Ulna	s.s.	118	Lt.-Col. R. F. Trench Gascoigne, D.S.O. New member.
Valdivia	s.s.	72	Earl of Dundonald. Off list.
Valhalla	s.s.	1,490	Earl of Crawford, K.T.
Vista	s.s.	95	Wm. Slingsby Hunter, Esq. New member.
Varta	s.s.	357	Right Hon. Arnold Morley.
Zaida	s.s.	350	Earl of Rosebery, K.G.

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